

DECEMBER 2021

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We rank every Lewis Hamilton F1 victory from the 2007 Canadian Grand Prix to his 100th, the 2021 Russian GP



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THE NEWS THAT THE LAST THREE RACES of 2021 will be played out on circuits in the Middle East has cast a shadow over this most glittering of Formula 1 seasons. Last month it was confirmed that Qatar will stage its first grand prix later in November, filling the slot left by the cancellation of the Australia GP. It will be followed by GPs in Saudi Arabia on December 5 and the season finale in Abu Dhabi on December 12.

The 2021 Qatar race is a precursor to 2023 when the emirate will start a 10-year run of hosting grands prix.

Motor Sport has written before about the stain of sportswashing on F1. But the argument against hosting races in countries with appalling human rights records and where basic freedoms are denied citizens does not lose weight because it has been heard before. The danger for F1 is that hosting an increasing number of races in such counties normalises the practice to the extent that barely an eyebrow is raised. For a sport that is one of the few truly global sports and the lodestar for all forms of motor racing that is a dangerous place to be.

In fact, only muted dissent accompanied the Qatar announcement - a country which Amnesty International describes as having an "extremely troubling" record on, among other things, migrant workers. It urged F1 to "insist all contracts pertaining to this race contain stringent labour standards across all supply chains". Stefano Domenicali, the CEO of F1, responded by insisting that F1 could be a force for good in the region.

But compare that to the backlash faced by Newcastle United in October when the club was sold to Saudi Arabia's sovereign wealth fund. The move prompted acres of newspaper moralising, late night debates and questions in Parliament. If F1 has reached the stage where putting on races in states with troubling regimes is regarded as normal and not worthy of serious debate, then its own moral legitimacy must be called into question.

Shortly after the Qatar announcement the FIA published its 2022 calendar. The record 23-race season kicks off in Bahrain, a country with no free press whose record on human rights is described as "dismal", followed by round two in Saudi Arabia.

The irony is that F1 has proved how to expand the calendar without legitimising questionable regimes: by resurrecting historic circuits with a local population of fans such as Zandvoort. It should refocus on doing more of that as a matter of urgency.

THE EDITOR



"The Middle East races have cast a shadow over this most glittering of F1 seasons"

TO UPDATE ROY SALVADORI FOR THESE COVID affected times: "Give me Goodwood on an autumn day..." The 78th Members' Meeting took place in mid-October amid the burnt-orange and red leaves of the South Downs after being moved from its traditional springtime slot on account of the pandemic.

The last time I was at the Members' Meeting I recall vividly watching F5000 cars slalom along the track in the middle of a March snow shower. A mild October was infinitely preferable - and the cars weren't bad either.

Despite the dozens of historic machines on display the largest crowd seemed to congregate around Gordon Murray's new T.50 which was making its debut on track, driven by Dario Franchitti and proving that the designer still has a hold on us even after all these years. But the highlight was seeing Ayrton Senna's McLaren MP4/6 from 1991 running

again and being driven by his nephew Bruno. To me, the passing of time was as clear as the falling leaves.

Goodwood was proof of the thriving ecosystem of historic racing and classic cars that we have in this country. The previous week I had attended the October Scramble - a wonderfully informal gathering of enthusiasts. It took place at Bicester Heritage, the old Oxfordshire RAF base which is rapidly becoming a kind of car culture campus with a start-up atmosphere and optimism at odds with the prevailing mood music around internal combustion engines. We interviewed the man behind the venture, Dan Geoghegan, in the July issue last year. Judging by the pace of change and plans afoot at Bicester, we will need to revisit it sooner rather than later.

A place where like-minded men and women can swap ideas and share insight across different disciplines is a powerful driver of innovation. This was brought home to me once again after a flying visit to Brooklands in Surrey. The site is famous to us as the first purpose-built racing circuit, which in 1926 hosted the first grand prix in Britain and became the fulcrum of motor racing in this country. Indeed, *Motor Sport* still incorporates *The Brooklands Gazette* all these years later. But the truth is that the place is just as significant for its aeronautical history - birthplace of the Wellington bomber and home to that great innovator Barnes Wallis.

As the museum's current director Tamalie Newbery mused over coffee in the room that was once Wallis's study, Brooklands, which pioneered so much, was also one of the first campuses where different engineering disciplines cross-pollinated.

Newbery has big plans for Brooklands including attracting forward-looking companies working on cutting-edge technology to the site to avoid the place becoming simply a relic. The museum has had a torrid year with Covid and has survived in no small part thanks to the efforts of hundreds of volunteers who have given their enthusiasm and expertise. F1 could learn much from such values and fortitude.

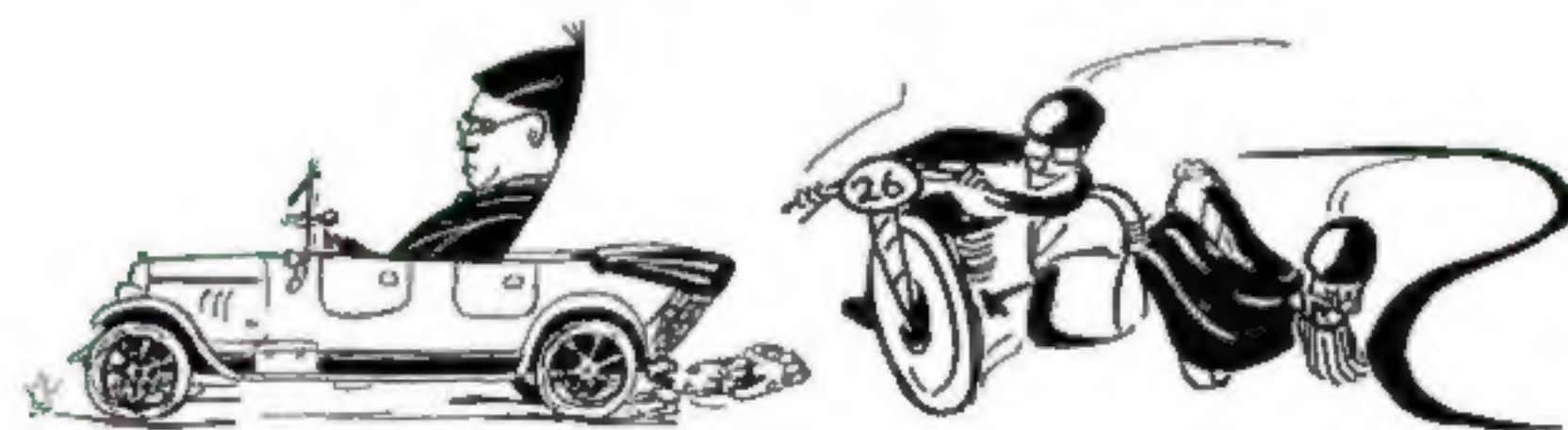
Joe Dunn

Joe Dunn, editor
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NEXT ISSUE: OUR JANUARY ISSUE IS ON SALE FROM NOVEMBER 24

MOTORSPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



In our story on the Steering Wheel Club (p111) we illustrate much club memorabilia collected by Ian MacFadyen, nephew of club founder John Morgan. Sharp-eyed readers may notice different ashtray designs, including a rare example labelled FOBMC. It seems that when Morgan was ordering a new batch of ashtrays, long-time barman Frank Vent decided he would have his own version as well, to issue to favoured customers. The mystery initials stand for 'Frank's Own Bloody Motor Club'.

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MILLE MIGLIA CLASSIC CHRONOGRAPH

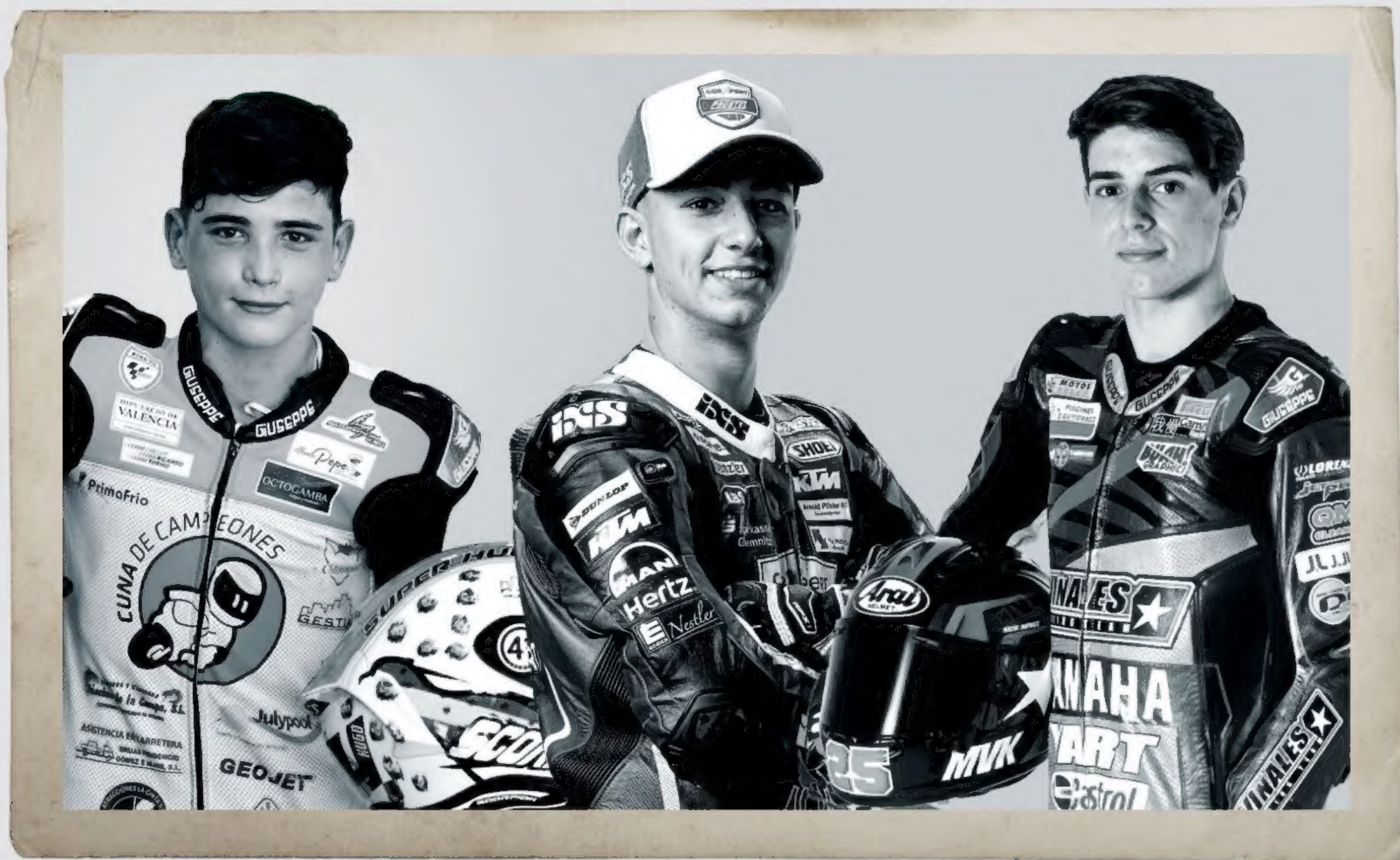
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MATTERS *of* MOMENT



Something needs to change

Three Moto3/WorldSSP300 deaths in identical circumstances in less than four months. Now is the time for Dorna and the FIM to act

FOR THE THIRD TIME IN JUST A FEW months we have been forced to write about deaths in motor cycling. In September Dean Berta Viñales was killed at Jerez; Jason Dupasquier died after an

accident at Mugello in May and Hugo Millán at Aragon in July. What is striking about these tragic deaths is not just their young ages - Viñales was 15 years old, Dupasquier was 19 and Millán 14 - but also the fact that they were, in our opinion, inevitable.

That is because as long as the sport continues with the new kind of racing created by the Moto3 and Supersport 300 classes, such incidents will keep occurring.

The pack racing created by Moto3 and Supersport 300 - the most dangerous class

ever, according to superbike rider Loris Baz - has reached an intensity that leaves the riders in the hands of Lady Luck.

Motorcycle racers crash. That's a given, which is why circuit safety and riding gear have been hugely improved in recent decades, but when you fall amid a tightly packed group of riders there's only one thing that can save you - good fortune. And that's not good enough.

Viñales crashed in the closing stages of the Supersport 300 World Championship race at Jerez and was hit by three riders immediately behind him.

The problem with Moto3 and Supersport 300 is straightforward - the bikes are too similar and too easy to ride, which is why talented riders often can't make the difference to get out front and stretch the pack. This is also why riders resort to maniacal manoeuvres to make passes. Of course they are to blame for these moves but so too are the technical rules for putting them in that situation.

It's no coincidence that the 10 closest top-15 finishes in 73 years of 125cc/Moto3 GP racing have all been achieved not since Moto3's inaugural 2012 season but since 2014, when random engine allocation was introduced, so that everyone has essentially the same engine performance and all the bikes are basically clones of one another.

And it's no coincidence that Viñales, Dupasquier and Millán all died the same

way - not through acts of outrageous riding, but simply by falling off and running out of luck.

The way to prevent similar accidents is therefore simple: adjust the technical rules to break up the packs, otherwise more riders will die the same way. And surely any failure to make changes when there's a self-evident problem could be deemed negligent.

Viñales, Dupasquier and Millán died at Dorna events - MotoGP, World Superbike and so-called Road To MotoGP - so the company needs to work with the FIM (Fédération Internationale de Motocyclisme), its partners and stakeholders to urgently

fix these problems.

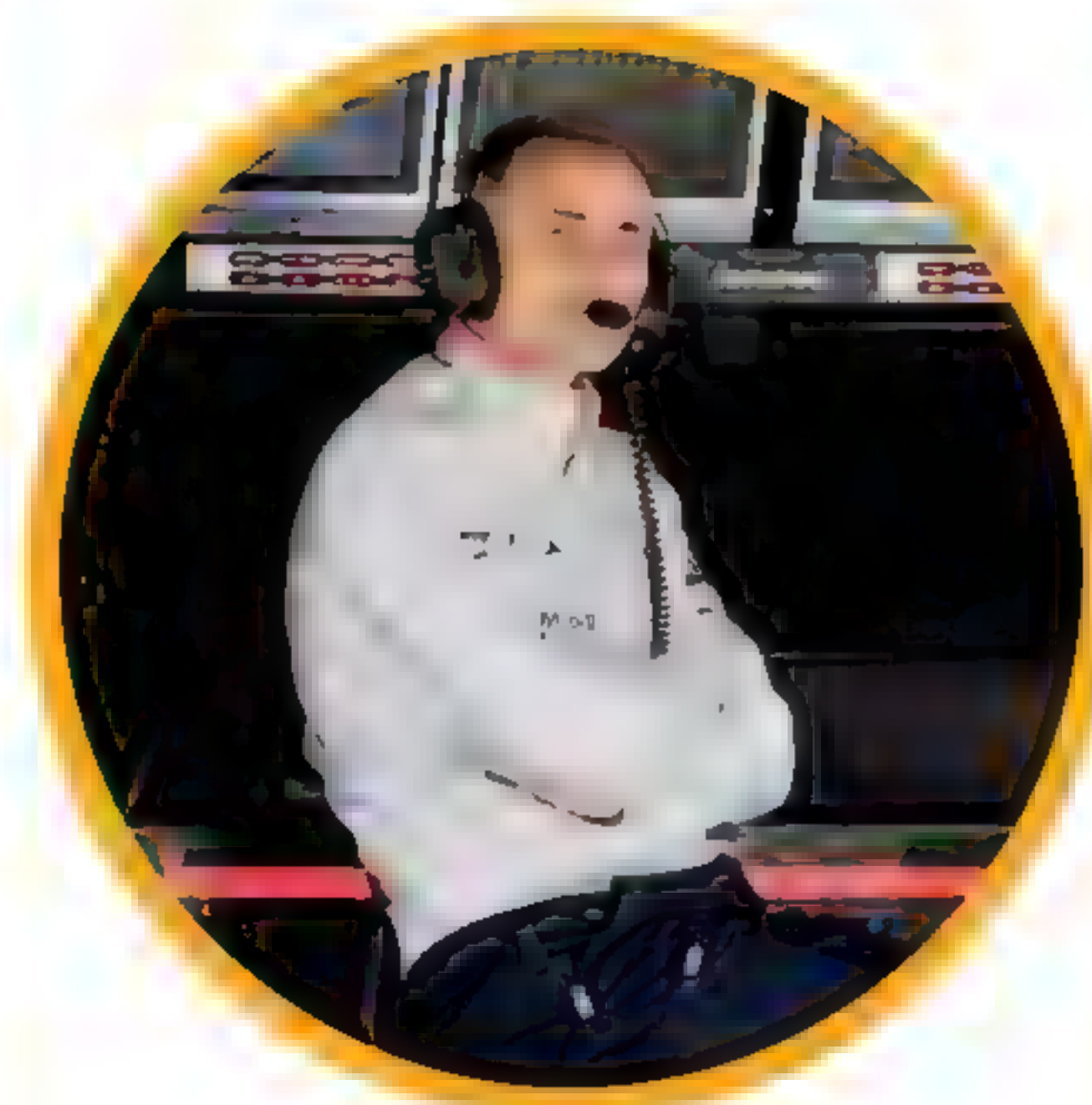
But will that happen?

In September at the San Marino Grand Prix, Deniz Öncü crashed and was knocked out for at least 10 minutes. "I woke up in the medical centre," he tweeted later - but the next morning was passed fit to race.

This was an utterly bizarre decision, especially in the wake of previous deaths, which suggests a cavalier mindset in the sport's corridors of power. That must change, and quickly. The recent deaths should be a wake-up call to all who care about motor cycle racing. This is not how things should be in 2021.

This is an edited version of an article by Mat Oxley which first appeared on the *Motor Sport* website in the wake of Dean Berta Viñales's death.

"Adjust the technical rules to break up the pack, otherwise more riders will die"



Whitmarsh returns to F1 with Aston

ASTON MARTIN HAS ANNOUNCED THAT former McLaren team principal Martin Whitmarsh will join the team as CEO of its Performance Technologies division. Whitmarsh was last involved in Formula 1 with McLaren in 2014 but will return with Aston to oversee the team's "transformation into a World Championship-winning organisation within the next four to five years". As well as involvement with the manufacturer's F1 efforts, he will also oversee technologies across key divisions of Aston Martin.

In 2014, Whitmarsh was brought in by the FIA as a consultant to inform the regulatory changes around the cost cap, introduced this year. Most recently, Whitmarsh was selected by Lewis Hamilton to join the board of the Hamilton Commission that has been set up to increase diversity and black representation within motor sport.

"I am delighted to have been appointed by Lawrence [Stroll]," Whitmarsh said. "I have known and admired Lawrence for many years and have been extremely impressed by his formidable business acumen and his ambition. Equally, I have always respected 'Team Silverstone', if I can call it that, which has often punched above its weight under its various incarnations, including Jordan, Force India and Racing Point, and which now has the weight with which to punch harder than ever before.

"Lawrence intends the Aston Martin Formula 1 team to win World Championships, and I would not have joined him in that endeavour unless I was utterly convinced that it was an entirely achievable aim."

Spanish rider Hugo Millán, who rode No44, was 14 when he died. Opposite, from left: Millán, Jason Dupasquier and Dean Berta Viñales

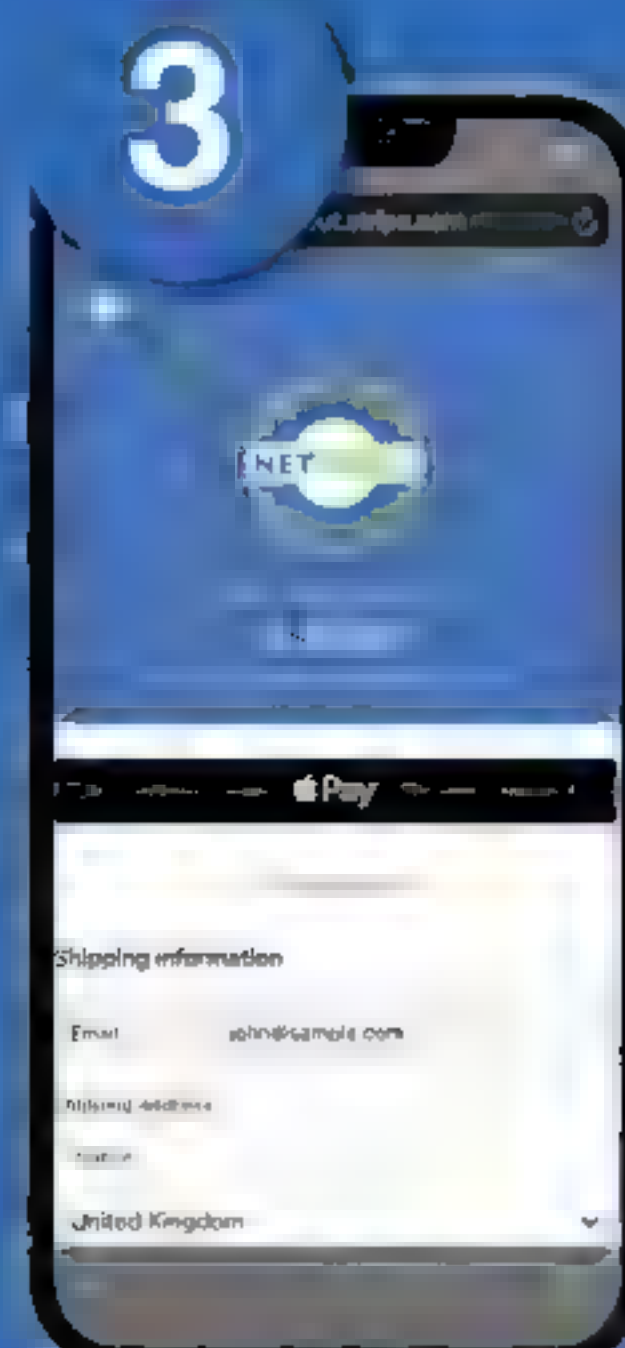




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Elfyn reaches for the sky

COULD ELFYN EVANS BE ABOUT TO join the rally Gods? The likeable Welshman is on the verge of becoming the first British winner of the World Rally Championship since Richard Burns exactly 20 years ago. The Toyota Gazoo Racing driver has put in a storming performance in the closing stages of the 2021 season meaning his title hopes will go

down to the wire at the final rally in Monza on November 19-21.

Evans put himself into contention for the title after a brilliant win in Finland, where a stunning series of five back-to-back speed test wins on Friday night and Saturday morning propelled the Welshman from fifth to first. He survived intense pressure from Ott Tänak and Craig Breen

to win by 14.1sec. The rally, always a highlight for fans, gained extra traction among a more general motor sport audience thanks to a series of clips showing drivers negotiating the forest stages at on-the-limit speeds not seen since the Group B heyday.

A hard-fought second place in Spain in October moved Evans to within 17 points of leader Sébastien Ogier.



A win in Finland for Evans means this year's WRC will go down to the last race in Italy



Electrics to light up Birmingham

THE CLASSIC MOTOR SHOW AT Birmingham's NEC makes a return on November 12-14 after its cancellation in 2020 due to Covid. As our road vehicles are increasingly switching to electric propulsion, the 2021 show has a special 'Our Friends Electric' showcase that focuses on battery-powered classics and how they drive.

Twice daily a range of electric classics will glide around a purpose-built track within the 24,000sq m Hall 5. Models include a 1912 Baker Electric, one of just three on the DVLA

database, a Porsche 356-inspired Chesil E and a Westfield XI, which is a replica of the 1956 Lotus 11. These will be accompanied by converted marques from Electric Classic Cars.

"Electric cars may seem like they're fast becoming our future," says show director Lee Masters, "but most people don't realise they've been part of our heritage for over 100 years."

The usual whopping array of displays, car and bike clubs and automobilia will be present - as will, hopefully, the vendor with the best pork rolls this magazine has ever tasted.



See a Westfield XI and other battery powered exotica at the NEC

Members' Meeting's glorious return

SHORT BUT SPECTACULAR: THE PAIRED SF Edge sprints provided tyre-smoking Edwardian spectacle at Goodwood's 78th Members' Meeting, autumn leaves forming an unusual backdrop to an event postponed from spring due to the pandemic. Ben Collings (left) in the Simsheim Museum's 200HP Blitzen Benz reels in Niall Dyer's 1907

Mors (centre) with its V8 aero-engine and Jack Bond's 1914 Vauxhall on his way to a blistering last-second pass to nab a victory from Hughie Walker's *Theophyle-Schneider* - just one high point in a special weekend ranging between *Musang*, *Delarens* and *Minis*, with sunset fireworks in between. Next year's meeting is back in spring.





Stuck meets an old friend

HANS-JOACHIM STUCK HAS BEEN reunited with the Shell Porsche 962C which he used to win the 1987 ADAC Würth Supercup, the inaugural German domestic Group C championship.

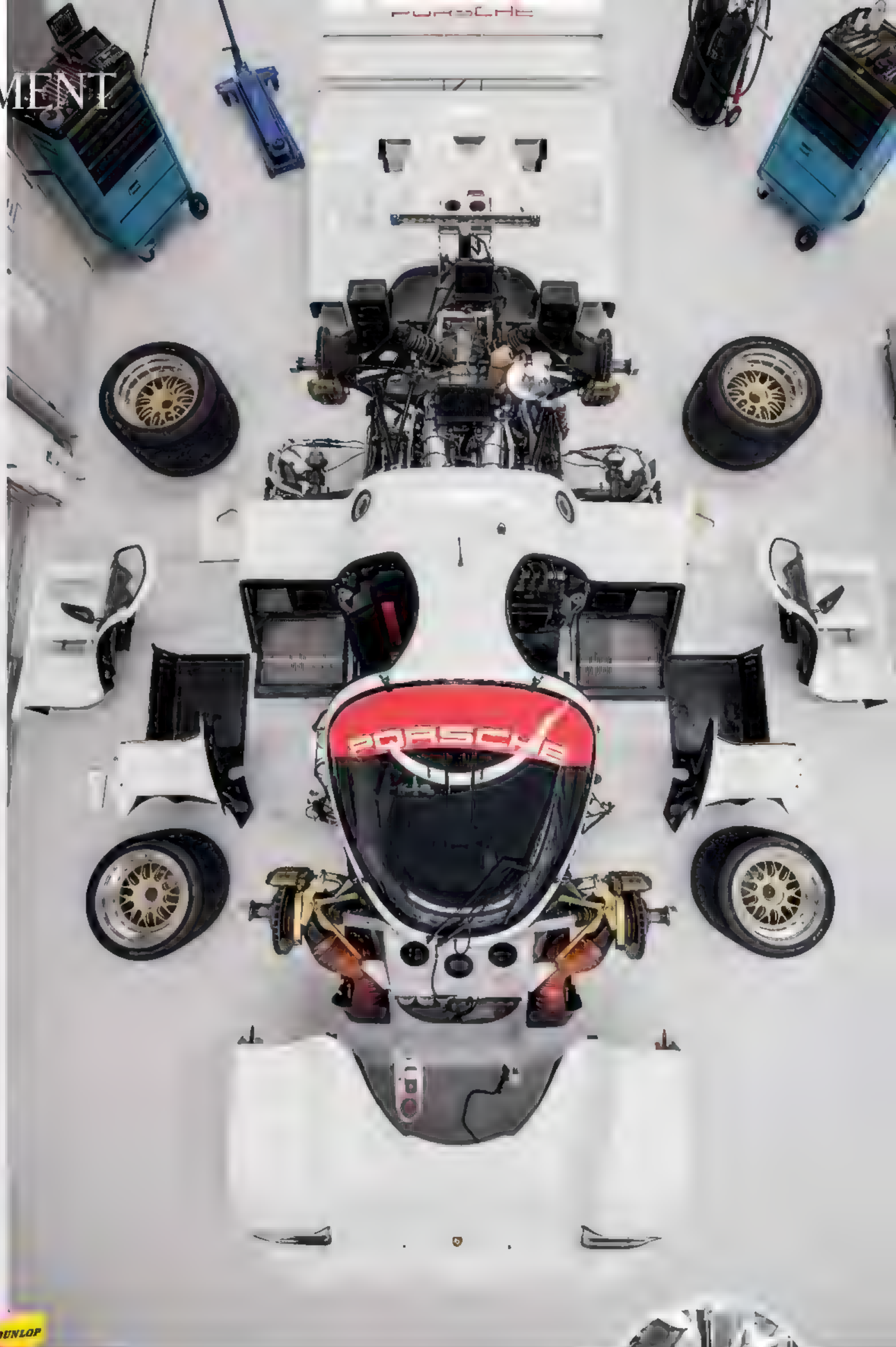
The meeting was made possible after the Porsche Heritage and Museum department undertook work to convert the vehicle from a reference car for the corporate collection back to its racing spec. This included the then-new Porsche dual clutch transmission (PDK) which Stuck was one of the first to test.

"This car means a lot to me because it was 'my car'," Stuck said at the first running of the restored car. "I was the only driver, with exactly the set-up I wanted. It was very special. When I saw it, it gave me goosebumps. There are some things from the development that weren't for long distances, but for sprint racing. The car is made very sharp and tough to drive."

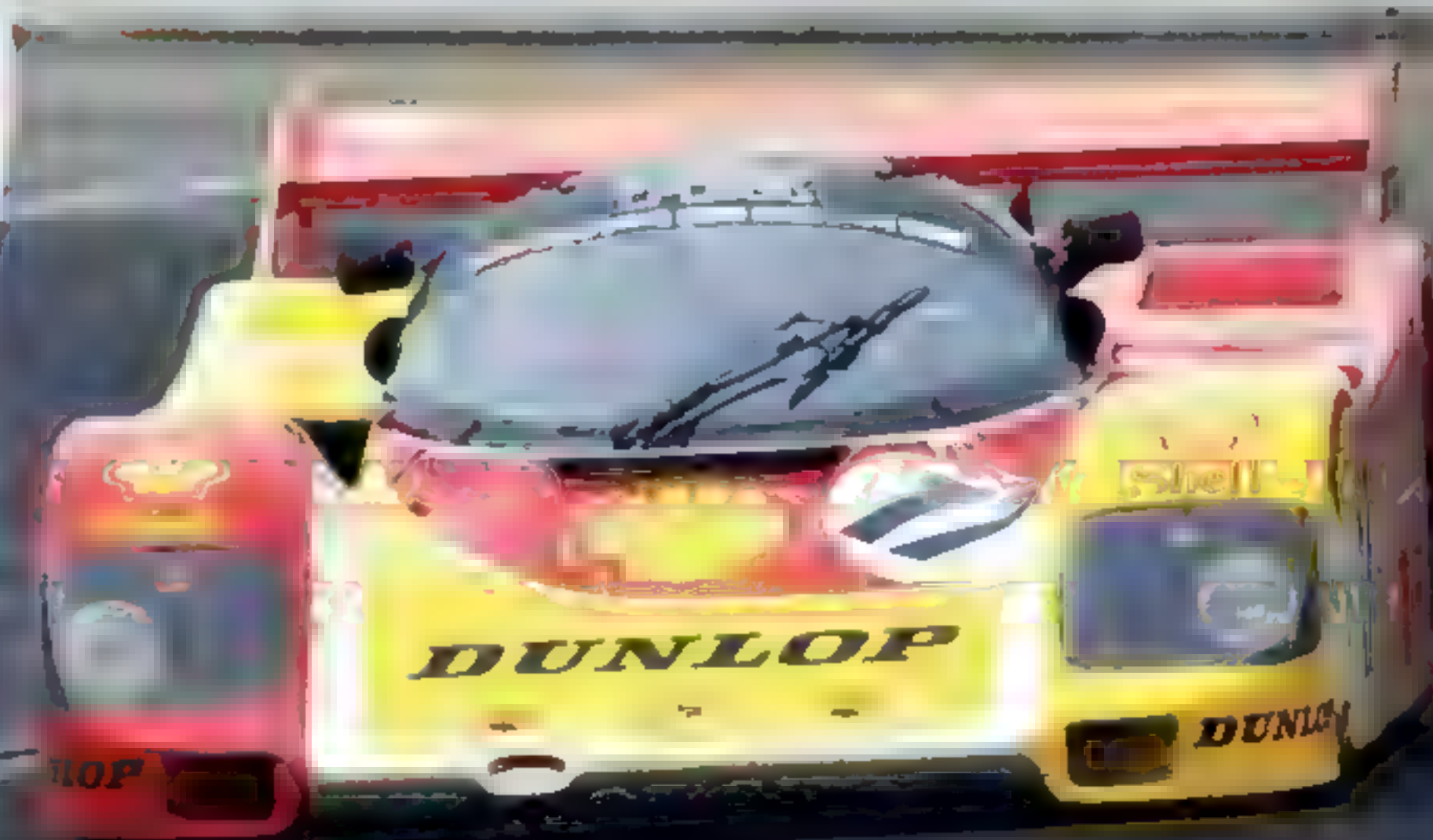
Stuck even had his original race suit as he took the beast for a spin at Weissach.

"It was both physically and mentally very demanding," he added. "Attempts to get power steering at the time were rejected by Mr Singer. 'You have to train, you lazy lads!' he said."

The rejuvenated 962 is set to appear at more events next year as part of a planned '40 years of Group C' anniversary.



Most 35 years
Hans-Joachim
Stuck last saw his 962C



The Shell-liveried Porsche has been restored to its 1987 racing condition, a process that has taken 18 months



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MARK HUGHES

"Verstappen is a man within the very weave of motor racing"

THE STRESSES AND STRAINS OF a very tight championship battle inevitably expose the personality traits of those in the hot centre of it all.

The competitive make-up of top-class athletes is a fascinating subject. The raw desire to win obviously features strongly, but in Lewis Hamilton and Max Verstappen it's possible to discern also different levels of the fear of failure. The will to win and a fear of failure are, of course, intimately connected, but they are not the same. Both can be assets or liabilities in the particular demands of a high-pressure moment.

Verstappen is a man within the very weave of motor racing. His mother and father were both racers, and his childhood was spent in karting paddocks across Europe. Like a boy born in the circus, he was always going to be a performer within this circus. There was never any question of that. That these circumstances should coincide with a truly remarkable talent just completed the picture. It was nature and nurture combined. With ex-F1 father Jos, tough, down-to-earth, guiding him and negotiating a path through the shark-infested waters of the sport all the way up to F1, Max was able to relax into being what he was born to be.

There were no questions to be answered, just a beautiful life to be lived. It was always about the racing, never the profile or the trappings. A grand prix, he said once, is just like a kart race with more spectators. The experience for him is much the same. He was - is - totally infatuated with the driving, the ways to be quicker.

When he first came into F1 it was nothing for him to spend a day on the simulator at Red Bull, fly home to his flat in Belgium then go on his personal simulator there, comparing the same tracks on the different

simulators! I once asked him what he thought he might do when he stopped racing in F1. He'd buy a race car, he said, and take it to a track and lap it all day, doing sessions trying different set-ups and analysing the data in between...

Hamilton's route into the sport was more precarious, at least until McLaren picked him up as a 13-year-old. A Stevenage council estate and a family with absolutely no motor racing background wasn't the most obvious of starts for an F1 career. But he was bitten by the bug, infected by that virus the sport can transmit, the addiction to the thrill of it, the love of dancing a kart on the edge of tyre grip and going wheel-to-wheel.

His father too helped but from a very different position. He believed in his kid's dream and worked hard to help make it happen and insisted the kid worked just as hard. It was threadbare and on a knife edge until McLaren put him on its books. Those years between the age of eight and 13 were when everyone outside of racing was telling him it was a dumb dream to think this could be his future. There was always the chance, even the likelihood, that it would all stop some day soon. The money to progress wouldn't be there and that's where the crazy dream would come to a screeching halt.

They say the early years are the formative ones. Even after more success than anyone has ever achieved in F1 it's still possible to sense from Hamilton the ghosts of that fear. He seems to see himself in adversity, rather like Nigel Mansell - another racing driver whose rise to the top was an unlikely one from where he first started out - and seems to relish fighting the odds even when they are in his favour. It's as if he needs this state of mind to do his best stuff.

Even though he's already won seven world titles, you'd never hear him say what Verstappen did in Turkey: "[The Championship] is what we work for. But even if we would finish second we still have a great season and at the end of the day it's not really going to change my life."

Max is on an even keel, he'll just continue doing his stuff, maximising the car and if that's a title, it's a title. Then onto the next race, rain or shine. His dream was never going to be taken away from him and it still isn't. There's no fear of failure, just more of the same. That might win him the title, or lose him it.

Hamilton badly wants that eighth world title but is constantly pessimistic about the chances, acutely aware of all the things that could go wrong. That's his default: that it might go wrong. It's not really paranoia, because it could quite easily be a very realistic assessment. The concern about power unit reliability at Mercedes, for example, is real - and not just paranoia. The car seems to have acquired an extra edge of performance in the season's second half but possibly at the expense of durability. There is so much which could go

wrong there, just as there is in battles on track, and that will be triggering that fear.

You could see it in the kid gloves way he handled his dices with Yuki Tsunoda and Sergio Pérez in Istanbul, drivers from the opposing camp who could so easily have played a part in making something go wrong for him. That fear might win him the title, or lose him it.

"A Stevenage council estate wasn't the most obvious of starts for an F1 career"

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation. Follow Mark on Twitter @SportmphMark



MAT OXLEY

"Rossi has long been famous for making crowd-pleasing gestures"

ON THE AFTERNOON OF November 14 Valentino Rossi will contest his last motorcycle grand prix, 26 years and seven months after his first. It's difficult to imagine the scenes that will take place at Circuit Ricardo Tormo, outside Valencia, as fans say farewell to the rider who has been as big, or ever bigger, than MotoGP itself for much of the last two decades.

It's also difficult to guess what theatrics Rossi may have planned, because he has long been famous for making grand, crowd-pleasing gestures in celebration of victories and career landmarks. Although, to be honest, the least grand of all his celebrations will always be his best, at least to me.

In May 1999, when he was on his way to the 250cc World Championship, Rossi won the Spanish GP at Jerez in front of a noisy capacity crowd, which always encouraged high jinks.

During the slowdown lap he parked his Aprilia against a tyre wall, ran over to a marshals' portable toilet, entered and shut the door, re-emerging a few seconds later to deafening applause. He had spotted the toilet while walking the track on the eve of practice and plotted the celebration right there.

Inevitably some planned celebrations were derailed by defeat, one of which deserves mention. In July 2003 Rossi and his fan club - always involved in helping create the more complicated theatrics - convinced their local priest to travel with them to the German Grand Prix at Sachsenring.

The fan club built a small-scale replica of the Tavullia church tower which was assembled on the safe side of the guardrail, ready for action. Towards the end of the final lap - with Rossi leading - the church tower was dragged towards the track, with the priest, in his late seventies and somewhat frail, perched perilously inside.

The idea was that Rossi would celebrate with the priest, who would ring the church

bells, just like he did every time the hometown hero won a race. However, Rossi nearly crashed at the final corner and was beaten to the chequered flag by Sete Gibernau. When this news reached the fan club it immediately went to abort mode, retreating behind the guardrail, where the tower was later burned.

Almost certainly the 42-year-old and his fan club will be putting the final touches to their final MotoGP celebrations as you read this.

And then, of course, the bigger question: what will he do after Valencia?

Rossi already has huge interests in motorcycle racing, beyond his own career. Around ten years ago he established the VR46 Riders Academy, to mentor young Italian riders, with the intention of overcoming Spain's dominance of motorcycle grand prix racing. The academy has been a great success, winning two world titles and next year will have three riders on the MotoGP grid. VR46 also has teams in all three classes - MotoGP, Moto2 and Moto3.

Rossi also has dealings outside two wheels. The most successful premier-class motorcycle grand prix rider of all time started out in karts and will finish his racing career on four wheels.

Way back in September 2008 I interviewed Rossi for this magazine about his plans for "ten years of extra career in cars when I stop with bikes". By then Rossi had already come close to quitting MotoGP for Formula 1, following a series of promising tests with Ferrari during which he impressed Michael Schumacher.

In 2006 he took part in F1 pre-season testing at Valencia, sharing the track with the rest of the grid, and Ferrari technical director Ross Brawn announced that Rossi would test with the team once a month that summer, with a view to contesting his rookie F1 season.

Finally, however, Rossi decided to stick to MotoGP, because he preferred the sensation of

riding motorcycles and didn't want to leave the MotoGP paddock, saying: "I don't feel the F1 atmosphere is close to my lifestyle - it's a lot, lot more serious."

Since then he has continued to race cars, mostly in rallies, but more recently he's moved into endurance racing, taking part in the 2019 and 2020 Gulf 12 Hours races at Yas Marina, winning the Pro-Am class in a Ferrari 488 in 2019. This was obviously preparation for his post-MotoGP future.

Rossi has always had huge respect for all motor sport history, so his big dream is to contest the endurance car classics, like the Le Mans, Spa and Nürburgring 24-hour races.

His immediate plan is to enter next year's Le Mans 24 Hours, most likely with a Ferrari in the GT class. His current involvement with Ferrari is unofficial, but when the company courted him for Formula 1, president Luca di Montezemolo pronounced, "There will always be an open door for Valentino at Ferrari," and there are already rumours that he will be involved in Ferrari's return to the elite class of endurance racing in 2023.

Throughout his motorcycle racing career Rossi has always had a knack for doing things at the right time and it would be just like him

to move into car endurance at exactly the right moment to renew his romance with Ferrari.

Rossi has also always done exactly what he wants to do, so while many MotoGP fans hope he will be a constant presence in the MotoGP paddock next year, I'm not so sure. What will be his preference: having team meetings and cheering on his riders or getting his adrenaline fix in a racing car? Stupid question.

"There will always be an open door for Valentino at Ferrari"

Mat Oxley has covered motorcycle racing for many years - and also has the distinction of being an Isle of Man TT winner
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DOUG NYE

"What I will always recall is Stirl's view on modern driver rates of pay"

IN MY LAST COUPLE OF YEARS AT SCHOOL before motor racing's lure proved irresistible, I used to cycle at weekends to the rifle ranges at Bisley, where I'd work as a marker, cowering in the target butts. It was pretty good fun, with the supersonic crack of bullets whanging overhead, the buzz of the occasional ricochet, and the frequent bawling-out via the field telephone for not having marked a shot (which usually meant the relevant 'marksman' couldn't hit a barn door and had missed by miles).

The big point was that my teenage job paid 30 bob a day, 30 shillings, £1.50 - pretty darned good back in 1961-62. It represents a 2021-22 value of £34.25 - so 68 quid for a weekend's work, no overheads beyond a packed sandwich lunch and a bottle of Tizer. At 16-17, what's not to like?

In recent months we've been working to finalise a new release of what to me has always been the wonderful *Vanwall* book written by my old friends and mentors Denis Jenkinson and Cyril Posthumus, and published by Patrick Stephens Ltd in 1975. Publishers Pat Stephens and Darryl Reach were also long-time friends. When I'd been given my first job at *Motor Racing* magazine, based at Brands Hatch, in 1963, Pat was the MD and Darryl my first and immediate boss. I owe them both one hell of a lot.

And when they did that book with Jenks and Cyril I helped a little. Unfortunately, the book finally emerged as quite a slim volume, inadequately illustrated. I was disappointed, but everyone else seemed happy - not least Neil Ratcliffe, head of GKN-Vandervell Products Ltd, who sponsored the job. So I kept schtum.

That is until a casual conversation with publisher Philip Porter of Porter Press just pre-Covid, I think (it's all a blur). I showed him a copy, plus a taster of the kind of photos and contemporary documentation

available in our dusty archives, and - with typical energy - Philip just said "Let's do it!". And so we have.

It's due out soon. A factor which has really intrigued me over recent weeks has been the notion of comparing the value of historic payments to the value of the poor beaten-up Pound today. Making those comparisons, as with my Bisley pay packet previously, provides a whole new appreciation of the 1950s.

In 1957, Stirling Moss's Formula 1 driver contract with Vanwall specified a basic retainer of £5000. How much is that today? Its 2021 value would be £123,500. Compare that to the alleged £42m Lewis Hamilton contract and that would mean that Mercedes-Benz's modern multiple World Champion has commanded a pay rate which is more than 340 times greater than our much-missed Maestro's.

Of course, the Hamilton Mercedes deal represents the sum total of his motor sporting activity, whereas Moss bolstered his Vanwall deal with another to drive sports cars for the Maserati works team, and his prize money and trade bonuses for second place in the Buenos Aires 1000Kms, the Sebring 12-Hours, a share of both first and third in the Swedish Grand Prix - that sports car classic at a bumpy Kristianstad - added to that retainer would have been of considerable value. But even so - 340 times more money paid to his modern heir...

When future Vanwall constructor Tony Vandervell first became exasperated with delays of the British motor industry's collaborative BRM project in 1948-49 he bought the embryo team a 1½-litre supercharged V12 Ferrari 125, the first of his four *Thin Wall Special* cars, named after his

company's Thin Wall shell bearings. That Ferrari cost him 9.5m lire, converting to some £5500 at the time - or £199,366 at 2021 values. Compare to a present-day Ferrari 812 Superfast road car, at a quarter of a million Sterling? Mind you, there's one helluva lot more complexity, material, sophistication in the current GTB than in that cranky old, crude, nervous, twitchily short-wheelbase, swing-axle rear-suspended GP car of 72 years ago...

In the September 1954 Goodwood meeting, Vandervell's team earned from the organising BARC £25 4s for winning the 10-lap *Formule Libre* Woodcote Cup race, plus £52 10s for second place in the Woodcote Cup and £5 5s for fourth - contemporary total £334. Doesn't sound much, does it? Convert to 2021 values - total winnings equate to £9380. Feels different?

Now Old Man Vandervell was an autocrat, and a pretty ruthless businessman, but he was also a sportsman - and he took a long view diplomatically. When Stirling Moss - driving his Maserati 250F - had beaten Mike Hawthorn in his Vanwall into only second place, Vandervell sent him an appreciative goodwill cheque for £100. By 2021 values that represented £2808. Not too shabby.

But what I will always recall, fondly, is Stirl's view on modern driver rates of pay, which so largely reflect not their driving, but all their irksome media and promotional duties: "To have earned that much money would have been nice, boy - but in comparison, I bet they don't have half as much fun".

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s

"Vandervell was a ruthless businessman but also a sportsman"



ANDREW FRANKEL

"Yes, this month somebody really did send me a used sparkplug in the post"

TO ANYONE OTHER THAN AN extremely well-informed observer, it is just a sparkplug. A Bosch sparkplug, not that you're asking. It's a little bit oily and while in obviously perfect condition, has clearly spent at least some time in its originally intended role of igniting a fuel/air mixture within an internal combustion engine before finding its way via registered mail to me. Yes, this month someone really did send me a used sparkplug in the post.

And unusual though such an event might be, it would not normally earn itself space in a column such as this. Except this particular sparkplug was one of eight fitted to the Mercedes-Benz SLR better known as '722' on its final journey through London to the home of Sir Stirling Moss, before being retired to the Stuttgart museum with no plan for it ever to run again.

I'm lucky to have the plug, but was luckier still to have been standing outside the home in which Stirling lived for nearly 60 years when 722 roared up, making the inimitable sound of a straight-eight racing engine with desmodromic valve gear.

This was not a press junket, but a private affair. Lady Moss was there, as was their son Elliot with a few friends and the odd passer-by who either ignored us if they didn't know the car or significance of the location, or gawped in disbelief if they did.

For anyone who knew Stirling well (I have *Motor Sport* and my time in its editor's chair over 20 years ago to thank for that) it was a profoundly bittersweet moment, so goodness knows what it was like for his wife and son.

Will the car really never be seen moving under its own power again? I'll not be the first to point out that 'never' is really quite a long time and whatever plan for it may or may not exist for it right now, plans and the

people who make them change over time. I am also minded to recall that this is not the first time it has retired, for it did so in 2005, on the 50th anniversary of that sublime Mille Miglia victory. So what I'm hoping is it will become the Frank Sinatra of racing cars and have more comeback tours than Ol' Blue Eyes himself. If not, I could not have imagined a more fitting farewell.

As for the sparkplug, were Stirling still here he'd tell me to put it in a car and use it. But he's not and I'm not, and not just because I'm fresh out of SLRs. It's just going to sit on the windowsill of my office where no one other than I will see it, a daily and permanent reminder of perhaps the single greatest combination of car and driver there has ever been.

OF COURSE I HOPE THAT BY THE TIME YOU read these words the fuel crisis is resolved. But there is just a small part of me that is enjoying the situation and, I concede, that's because I'm lucky enough to live in a part of the country where fuel is reasonably available.

I'd not say that the roads are notably quieter, but everyone is driving with infinitely more consideration. They use their cars because they know that, ultimately, they can get fuel if needed even if it means queuing, but they want to do so as infrequently as possible, so have adapted their driving styles to suit. No one comes carving through the traffic on the motorway any more because they're all too busy trying to conserve every last drop of diesel or petrol. Even the BMW 3 Series drivers have calmed down, a sight I thought I might never see. If it hadn't also made electric car drivers even more smug at the sight of everyone else suffering the same range anxiety they feel every single day, I might have even hoped it lasted a little longer.

REMEMBER THE LOTUS ELAN? NO, NOT THAT one. I mean the more modern front-drive M100 Elan of nearly 30 rather than 60 years ago. Even at the time it was a curious car, coming as it did just after the introduction of the first Mazda MX-5, which seemed to owe far more to the Chapman Elan than the one Lotus had just re-imagined.

The brief was simple and superficially attractive: 90% of drivers should be able to drive it to 90% of its capabilities for 90% of the time. And in the first two of these regards, the car could not be faulted. It not only had freakishly high limits, it was incredibly forgiving when you breached them. Back then such interests were usually diametrically opposed.

But I didn't like it. It struck me as a car with ill-judged priorities. Who cared how fast or forgiving it was when it wasn't much fun? It understeered and if you lifted off, it understeered a bit less. That was it. When I tried to explain this to the late, very great John Miles who been instrumental in its development, he did not take it very well, which saddened me.

Yet I drove one last month - actually an astonishingly rare Kia Elan, built from 1996-99 after the Korean concern had

bought the tooling and installed its own engine - and really enjoyed it. And it's because when you look back at an old car, your terms of reference change. It doesn't have to be competitive any more. It was interesting and that's all I required of it. Indeed, it wasn't the car that had changed so much as its driver.

"I'm minded to recall that this is not the first time '722' has retired"

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery. Follow Andrew on Twitter @Andrew_Frankel

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Special edition white liveries didn't play well when Mercedes tried it, but Red Bull managed to make things work out in Turkey



Trackside view

It was penalties galore for both title contenders as drivers and their engines begin to feel the strain ahead of the Championship run-in. It's advantage Verstappen and Red Bull, but for how long?

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Hamilton hits 100 as hard chargers star in both Russia and Turkey

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 Russian GP  Turkish GP

Nice one, centurion

Hamilton reached his 100th win at the expense of Norris's first, but the weather had a say in both races, says **Mark Hughes**

THERE WAS A REMARKABLE synergy about this pair of races out beyond eastern Europe. Each of the two title contenders took grid penalties for power unit changes - Max Verstappen in Russia, Lewis Hamilton in Turkey - defining their tasks in those respective races as points damage limitation. Furthermore, the outcome of each race was randomised by the weather forcing late agonising decisions on pitting or staying out. As that process played out in Sochi, Lando Norris lost out on what was shaping up into his first career victory - and it passed instead to Hamilton, for an historic 100th time. In Turkey, with Hamilton grid-

penalised and Red Bull less competitive than usual, Valtteri Bottas took his first victory of the season.

Verstappen, second in both races, and six points in the lead of the championship after Turkey with six rounds remaining sounded a note of caution about his prospects in light of Mercedes' relentless performance. "We have been at tracks that naturally were a bit better for Mercedes but then this track was a bit unknown and clearly they were ahead of us. I do think we need to step it up a bit to be in the fight until the end of the season."

But maybe it won't be decided on outright pace. Reliability has to be a major concern for both as the power units get

towards the end of a long season. Red Bull opted for Sochi to introduce a complete new Honda power unit for Verstappen (given that he was taking a three-place penalty anyway for his collision with Hamilton at Monza). This decision had, of course, been hastened by the damage one of his units took in the British Grand Prix accident with Hamilton. But Mercedes had concerns of its own. Two weeks before Sochi, in Monza, Bottas had taken penalties for a new PU. But there were concerns about that brand new unit and for qualifying in Russia he was running with one of his old original engines. After qualifying it was decided he would take his *fifth* new internal combustion engine, turbo and MGU-H and he'd start from 16th. What were described as 'strange noises' were being heard but not fully understood, hence the precaution. With Nicholas Latifi's Williams also taking a grid penalty for a new Mercedes PU it seemed just a matter of time before Hamilton would be taking one too.

Russia was all about the jeopardy of the damp track - once in Q3 and again in the last six laps of the race. With Max Verstappen starting from the back the way looked clear for Hamilton and Mercedes in qualifying and indeed they were dominating proceedings in the wet conditions right until a dry line began to go down in the closing moments of Q3. The decision whether to stay out on inters or pit for slicks (which took at least two laps to reach working temperature) was not a clear-cut one. Mercedes played conservative and as a consequence Norris's McLaren, Carlos Sainz's Ferrari and George Russell's Williams all outqualified Hamilton.



Lando Norris started on pole for the first time, and it was McLaren's first pole since the Brazilian GP in 2012

ROLEX

ROLEX



The Ferrari of Carlos Sainz led at the start in Russia, whereas Lewis Hamilton soon dropped two places to sixth. Below: spoiler alert.

Late in the race, the decision was the opposite one of whether you could get through those last few laps on slicks or whether inters would be so much faster that you'd more than make up the 24sec pit time loss. That's where Norris lost what was shaping up into his first grand prix victory the day after taking his first pole - and how Hamilton scored his 100th win. Hamilton's joy at that was tempered slightly by the fact that Verstappen with his fresh PU for the rest of the season had used the opportunity of the late rain to vault from seventh to second. A loss of only seven points to title rival Hamilton after starting from the back of the grid counted as a huge result for him and Red Bull-Honda.

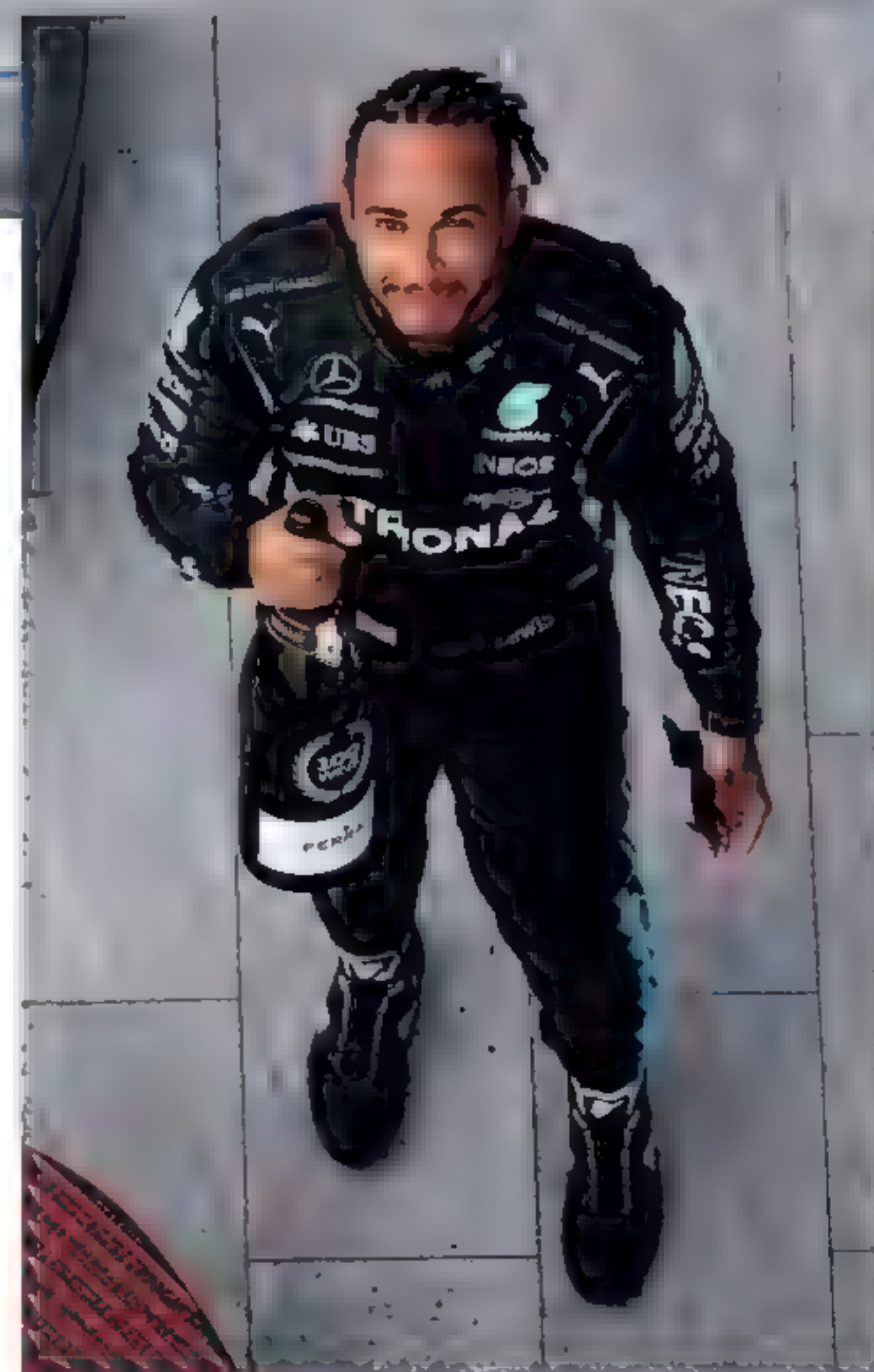
Norris's pole position actually worked against him at the start as the other side of the grid, from where Sainz was starting, had much more rubber down, enabling the Ferrari to slipstream into the lead on the long run down to Turn 2. Hamilton, also on that grippy side, was getting a run on Norris too until the McLaren moved right to block him. This boxed the Mercedes in, as Hamilton had cars to his left

"Norris stayed out, which turned into a disastrous choice"

and he completed the opening lap only seventh and though he quickly passed Fernando Alonso's Alpine, further progress proved impossible for the time being. Hamilton's title rival Verstappen, meanwhile, was quickly making up places, including an easy pass on Hamilton's Mercedes team-mate Bottas.

Russell ran his over-qualified Williams an early third, holding up a queue behind him in which Hamilton was stuck as Sainz and Norris escaped out front. Sainz's front-left tyre began to grain and Norris was able to overtake and put his McLaren in the lead, and Sainz pitted. The queue behind Russell was finally broken as he too pitted, but still Daniel Ricciardo stayed out and Hamilton was unable to find a way by him. Soon, the Red Bulls of Sergio Pérez and Verstappen were nudging ever-closer to the trapped Hamilton. If Pérez was able to undercut past the Mercedes, it was a potential serious blow to his chances.

Finally Ricciardo pitted out of his way and Hamilton was able to quickly pull himself out of the reach of the Red Bulls and set chase for Norris.



He was within about 1.5sec of him with 10 laps to go, with both having pitted for fresh slicks. But there was a black cloud approaching. Hamilton had caught the McLaren but didn't look as if he was going to be able to pass it, just as had been the case when behind Ricciardo's sister car. Norris appeared to have it all under control. But that black cloud represented jeopardy - or, in the case of Hamilton, opportunity. ◉



The call to bring Hamilton into the pit for fresh tyres dropped him from third to fifth

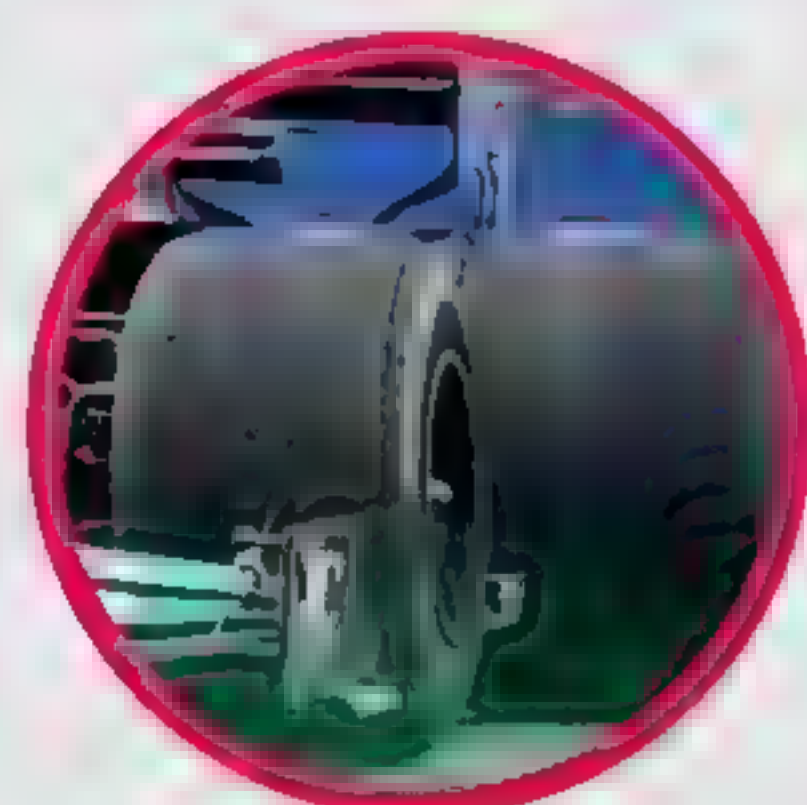
Hamilton U-turn after Istanbul outburst

Despite the radio ruction, Mercedes made the right call on pitting the reigning champion – and here's why...

You may have heard Lewis Hamilton's laments on the radio to his Mercedes team for bringing him in for fresh intermediate tyres in the Turkish Grand Prix with just eight laps to go. Realising it had dropped him two positions, he was initially scathing, saying, "You shouldn't have brought me in. I told you."

He later accepted that the decision had been the correct one and that the right-rear tyre would probably not have lasted the remaining eight laps. The team had originally instructed him to pit on lap 41 but he'd argued to stay out on the track then. At that point, it was a gamble worth making, for if the worn

intermediates could hang on until the end of the race, he'd likely have been third and might even have been able to have then taken a later gamble for slicks if the track dried enough, which potentially could have given him first place.



But in reality the track was never going to be dry enough and the old inter wasn't going to make it. The team had already seen the plummeting

temperature of the right-rear, indicating that it had run out of tread gauge and was now running just on the carcass, the prelude to a failure.

As the team's engineering director Andrew Shovlin later explained, "We'd started to see a bit of a drop-off with Lewis anyway and on the [race-sim] planners, suddenly we were seeing that those places we would lose by doing the stop we were going to lose anyway on track – and there was even a risk from further behind if he'd really dropped off the curve. So it was really just a case of cutting our losses, not getting too greedy."

Verstappen from his early charge had not made any progress after his pitstop. The front-left was very susceptible to graining, partly as a result of the low downforce level chosen from the back of the grid. Suffering with this, he'd been passed for sixth by Alonso. But he made his own decisive call to pit as soon as the rain first began falling with six laps to go. On this lap, McLaren was urging Norris to pit and Mercedes was asking the same of Hamilton. Both rejected the call, feeling they wouldn't make up the pitstop loss if they came in, especially as the rain seemed to be subsiding. Mercedes explained there was another rain front just 30sec behind the first one and insisted Hamilton pit next time – which he did.

McLaren was less insistent and Norris stayed out, which turned out to be a disastrous choice. He spun to a brief halt two laps later just as Hamilton was set to pass anyway, having made up all the pitstop loss as the rain intensity increased and Norris's slicks were useless.

Verstappen's early stop vaulted him to second and Sainz benefited similarly to take third. Norris was an enormously disappointed seventh.

Two weeks later in Istanbul it was Hamilton's turn to take the penalty, a new





Red Bull revealed a special livery ahead of the Turkish GP as a tribute to Honda

internal combustion engine (but not the associated components) bringing that 10-place grid drop, which translated to 11th after he'd narrowly got the better of Bottas in qualifying.

Verstappen's Red Bull was not in a happy place around the super-grippy Istanbul Park circuit, which had been pressure water-blasted to ensure it had more grip than last year when drivers said it was like driving on ice. The increase in grip messed with the Red Bull's balance, gave Verstappen understeer throughout the weekend, but with the team reluctant to come down on rear wing level because of the need to protect the tyres on the very aggressive surface. He was always a vital few tenths off Bottas, both in qualifying and race, the latter

held in damp, drizzly conditions, which meant the whole field started on inters.

Bottas was clean away and never looked back, able to keep Verstappen a handy distance behind even while giving the tyres an easy time by backing off to the tune of around 0.5sec through the fast, multi-apex Turn 8. Hanging on impressively not far behind Verstappen was Charles Leclerc's Ferrari in lower-downforce trim. Hamilton - without the benefit of DRS, which had not been enabled because of the damp conditions - was stuck behind Yuki Tsunoda's eighth-place AlphaTauri for many laps. He eventually found a way by on the eighth lap but it had cost him around 12sec. He had seemed reluctant to force the issue with the rookie from the opposing camp. Certainly, a non-finish would be potentially disastrous for his title campaign.

It was a similar story later as he caught Pérez and tried to relieve him of fourth place. Alongside the Red Bull on the approach to Turn 12, it looked as though he'd done enough, braking on the drying line that was going down there now that the rain had stopped. But Pérez refused to

surrender and they were side-by-side through the following switchback turns onto the pit straight, with the Mercedes just ahead as they crossed the line but Pérez placed on the inside so as to re-pass into Turn 1.

This dice had created a space for Red Bull to drop Verstappen into, to get a fresh set of inters with 22 laps to go. Everyone's tyres had long since become bald but the track and its tight-pored surface was taking an age to dry even as the rain ceased.

Verstappen's stop created the cascade of several others, including Bottas. Aston Martin's Sebastian Vettel tried a set of slicks - and it was a disaster, it being all he could do to keep it on the track on his way straight back to the pits.

But staying out were Leclerc (now leading) and Hamilton (in fourth behind the fresh-tyred

Bottas and Verstappen). On a track which was semi-dry in parts, the new inters and their fresh treads were extremely prone to graining and so had to be brought up to speed very gently. So for a few laps there really wasn't much difference in speed between them and the old tyres - and

"The track and its tight-pored surface was taking an age to dry"



A podium place for Max Verstappen in Turkey - and he edged into a slender lead in the standings from Hamilton

Word on the beat

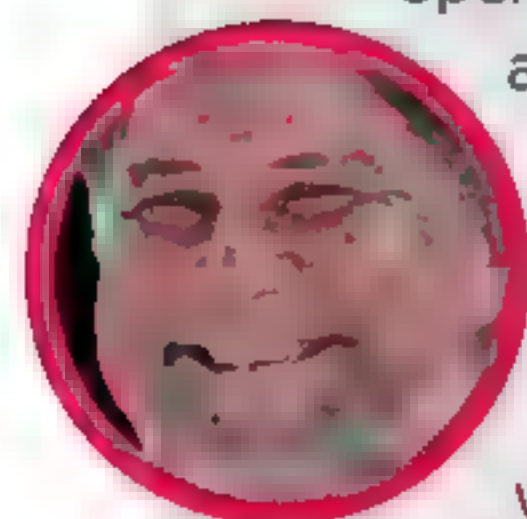
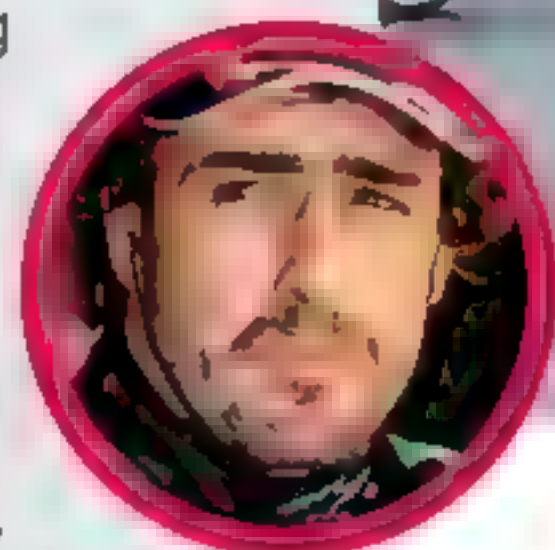
Next season's F1 calendar could be a gruelling one

● The confirmation of the proposed **2022 F1 calendar** shows 23 races in 36 weeks, with an early finish to avoid a clash with the World Cup. This has created some consternation within the teams about human fatigue but AlphaTauri team principal Franz Tost was having none of it, commenting in Istanbul, "If there are people who don't like the calendar, they should just quit."

● This is the response by **Fernando Alonso**, *inset*, about him using the Sochi Turn 2 escape road on the first lap of the Russian GP for no obvious reason: "It was to see the questions I would get in Istanbul. Just to confirm when I do things, they have a repercussion on the following event. So now, maybe they change the run-off area in Lap 1 in the first couple of corners. I've been the idiot on-track for most of the championship while I've been overtaken from the outside of the asphalt by many for the first races. Even in Austria, nothing happened. There were no questions on the following race. Now after Sochi, when I do it, there is a question. So it's a confirmation."

● A consortium led by **Michael Andretti**, *inset*, is understood to be in talks to take over the **Alfa-Sauber** F1 operation, with a plan to purchase a controlling interest in Islero Investments, which owns Sauber Motorsport and Engineering. Andretti Autosport IndyCar race winner Colton Herta has been mentioned as a possibility for the F1 Alfa seat alongside Valtteri Bottas.

● Former McLaren boss **Martin Whitmarsh** has returned to F1 as CEO of the new Aston Martin Performance Technologies. Aston Martin F1 CEO and team principal Otmar Szafnauer now reports to Whitmarsh, who in turn reports to team owner Lawrence Stroll.



The Istanbul Park race was mainly about nursing intermediates – right down to the carcass in some cases

Ferrari began to think about the idea of stealing a left-field victory by staying out on a non-stop strategy. Hamilton was thinking he might be able to hang on, too. When Mercedes called him in on lap 41, he said he'd prefer to stay out. It was a gamble which would rest upon his rear tyres holding out.

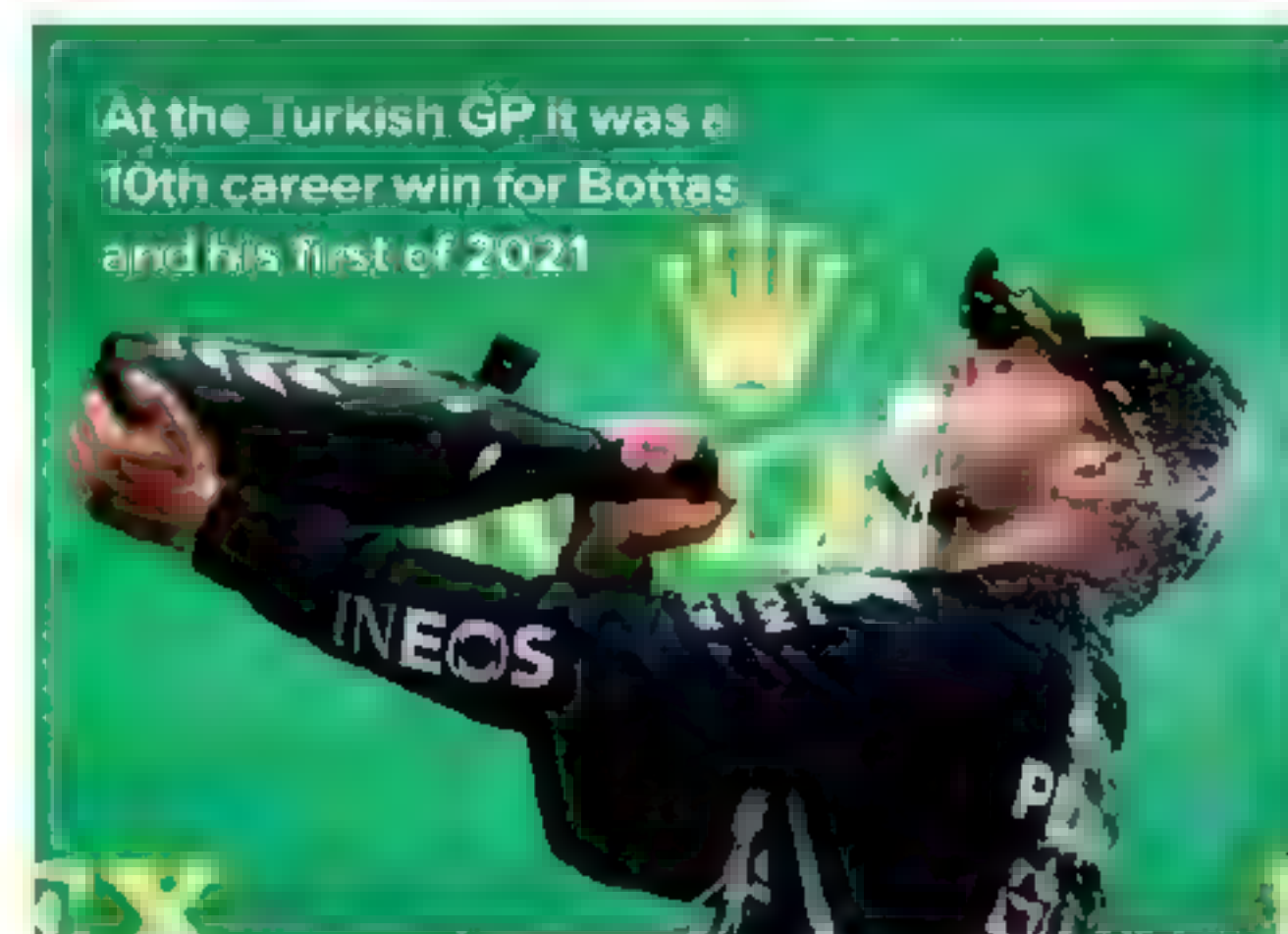
The omens for that weren't good when Leclerc's rears finally used up the last of their rubber gauge and he began suffering locking-up moments. Bottas was swiftly upon him and passed back into the lead. Ferrari brought Leclerc in before he lost any further positions. So Hamilton was a distant third but not setting particularly fast times now that everyone's fresh inters were up to speed. He was about to be devoured by Pérez – who had quickly passed the rejoining Leclerc after the latter abused his new tyres trying to stay ahead. Worse than that, his rear temperatures were dropping fast, indicating that he too was about to reach the canvas. Mercedes brought him in just before Pierre Gasly would have been in his pitstop window. He was dismayed to find out he'd surrendered two places by coming in and was convinced the team had called it wrong. Angry, he too destroyed his new inters on his out lap and

so lost any chance of at least passing the struggling Leclerc.

Later, upon seeing a picture of the right-rear which came off his car at the stop, Hamilton accepted it probably would not have done the remaining eight laps. Bottas, untroubled throughout, reeled off two super-fast laps at the end, just rubbing in the extent of his superiority. Verstappen had every reason to be satisfied with second place, the maximum achievable on the day and enough to put him back into the lead of the championship. But

as F1 looks ahead to the remaining races, there's a real concern at Red Bull about Mercedes' pace – and a few furrowed brows of worry at Mercedes about reliability. ○

"Red Bull has a real concern about Mercedes' race pace"



At the Turkish GP it was a 10th career win for Bottas and his first of 2021

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60 CV	77 FC	43 HG	96 KE	40 NU	70 SU	99 VJ	8 YT

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Red Bull's balancing act

Verstappen required an innovative mix in Sochi, says **Mark Hughes**

Max Verstappen's strategy from his penalised back-of-the-grid start in Sochi had to encompass many variables, far beyond just the usual tyre choice and pitstop timings.

The Sochi track gives good lap time reward for downforce, but the complication is that from the final corner, through the flat-out kink of Turn 1 and down to Turn 2 is one of the longest stretches of flat-out running the cars see all season. So you need the downforce for the lap time but low drag for overtaking, which is always the case of course but at Sochi that conflict is particularly acute.

Red Bull has two families of rear wing, a relatively conventional higher-downforce one and the low-downforce spoon-profiled component with the outboard ends of both main plane and flap heavily cut away where the greatest drag is created. The natural Sochi wing is the higher-downforce one and it was with this that both Verstappen and Sergio Pérez ran Friday practice. Even on Friday, the weather forecast for Saturday qualifying insisted on a 95% chance of rain, so pushing teams even further towards loading up with downforce. But in

FP1 Verstappen had encountered the Williams of Nicholas Latifi on track, a much slower car, but could find no way past it, even using the Red Bull's DRS. Not a good omen.

It was this which triggered the rethink on Verstappen's car and a switch to the low-downforce wing from Saturday onwards. Because he would be starting from the back for the power unit and driving penalties (three places for Monza) he had no need to take part in qualifying, so the additional downside of a low-downforce wing in the wet ceased to be a factor. He completed just a routine out-lap back to the pits in Q1 just to check the car worked.

Race day began dry and Verstappen chose the C3, the hardest of the three available slicks, in anticipation of a long opening stint in which to make up as many places as possible. The degradation rates of this tyre were very low, calculated at less than half-a-tenth per lap by Pirelli. The limitation for all three compounds would be graining of the left-front. There was a potential complication for Verstappen's low rear wing in that the front wing flap angle would need to be relatively flat to

balance the car. This in turn would afford that vulnerable left front less protection. For the laps to the grid the Mercs and McLarens had front flap angle added for that very reason, but Verstappen's options for doing that were more limited. With such a low-downforce rear wing just the smallest of front flap angle increase could have a disproportionate effect on balance.

Verstappen made very strong initial progress through the field and even with the lower wing setting the car retained good downforce. After 15 laps he was already up to sixth, just three behind Lewis Hamilton, who'd started from the second row.

This was where Verstappen's team-mate Pérez came into play. He was fourth on a set of hards and within undercut range of Hamilton (who was behind Daniel Ricciardo's McLaren). But he couldn't do it yet because the C4 mediums he'd be switched to had a range of only 25-30 laps and there were another 38 to go. Having Pérez undercut Hamilton depended on Ricciardo staying out for long enough to enable Pérez to get onto mediums if/when he tried the undercut.



From the back of the grid, Verstappen recovered to second

Unfortunately for Red Bull, Ricciardo pitted on lap 22 – and Hamilton, in free air, had enough pace to pull well out of the undercut reach of the two Red Bulls. The Mercedes driver pitted when his front left medium tyre was beginning to die, on lap 26. At just this time Verstappen's front left was in the same state, despite being of the harder compound. That was just the penalty for his necessarily busier early race and that lower downforce level.

They rejoined separated by three places and 6sec, both intending to run to the end, Hamilton now on hard tyres, Verstappen on mediums. But as Hamilton took off in chase of the race-leading Lando Norris, Verstappen's progress hit a brick wall. As he tried to move forwards he succeeded only in graining that left front to such an extent that he was overtaken by Fernando Alonso's Alpine. Seventh looked the limit of the imposed combination of grid place, wing level and tyre choice. The late shower came to his rescue and he conjured that second place.



A low downforce rear wing helped Verstappen attack, but came with its own limitations. Only a late shower saved his race



JOHNNY HERBERT

“Valtteri is tired of the being the guy who has had to play second fiddle – just as it was for me”

JUST AS I DID IN 1996, VALTTERI BOTTAS will leave a Championship-winning team next year for Sauber – or Alfa Romeo as it is known today. In that situation you’ve still got the desire, you still want to better yourself. But Valtteri is tired of being the guy who has had to play second fiddle, just as it was for me at Benetton with Flavio Briatore and Michael Schumacher.

It’s a frustration that sets in, in contrast to the optimism of when you first joined the team. In my case Flavio had said, “It’s important we have you, we really want you in the team, we want to work together and give you the best chance.” The main thing for him was the Constructors’ title because they hadn’t won it before. But as soon as we started it was completely different. At my first test at Jerez it was supposed to be two days for Michael, then two for me. He did his two days and Ross Brawn said Michael hadn’t quite finished his programme, so he’d do the third day and that I would do Friday. In the end I got Friday afternoon.

Then at the second race in Argentina, I was blocked from seeing all the data. That ain’t working together! I only did the one season at Benetton, but as time goes on you do feel alienated. Ross tried hard to help me with that sticky position and the decision-making that was coming from Flavio. Now I understand why it happened.

Valtteri has been in a similar position at Mercedes-AMG: you get your running shoes on, think everything is OK and then the

direction slightly starts to shift away from you. One of you is always going to get damaged, unless you are a character like Nico Rosberg who had that extra fight in him and made it awkward for Lewis Hamilton in 2016, and for Toto Wolff who hated that time. I wasn’t that type of character and neither is Valtteri.

Damon Hill has told me how it felt when he was at Williams finding out through the press he was being replaced for 1997. You’re shaken up that they hadn’t the testicles to tell it to you straight, that you had to find out second-hand. Valtteri heard those same whispers, that it was going to be George Russell next year. It’s not nice. You get to a point where you think, “Sod this, I’m off to somewhere I’m wanted and appreciated,” – and that’s what he will get at Alfa. They’ve got a nice family

mentality that has carried over from Peter Sauber’s time, and I can understand why he has chosen that route. He still enjoys his racing too and that’s a big part of it. I always thought when I lost the enjoyment that was the time to stop and it happened to me at Jaguar. Not everyone does that. Kimi Räikkönen hung on too long. He won the World Championship,

but at the end of his career we don’t really think of him as a world champion.

In Turkey, Valtteri proved he’s still got the speed. The criticism is it’s not shown consistently enough. But the majority don’t know what it’s like in that environment, how it can chip away at you and suck all the energy out. The team automatically focused on Lewis

Hamilton because they knew he’d do the job. It’s not in the front of their minds, but it’s been there at the back – and you feel that. It’s a horrible thing: as humans we can always sense ‘they are not really for me’. Toto has tried not to give that impression, has tried to make it as fair as possible, but it’s human nature. Try as you might, you can’t fully support both because you know it’s going to harm the end of the journey in that given year.

Over his five years at the team Valtteri has improved massively and he’s worked hard to achieve that. He’s up against the best of the present time – and when you are up against the best it always looks worse than it is. He’s not Lewis Hamilton but he’s still a bloody good driver and has always given Mercedes what they needed when asked, when others might not. He doesn’t get the credit he deserves.

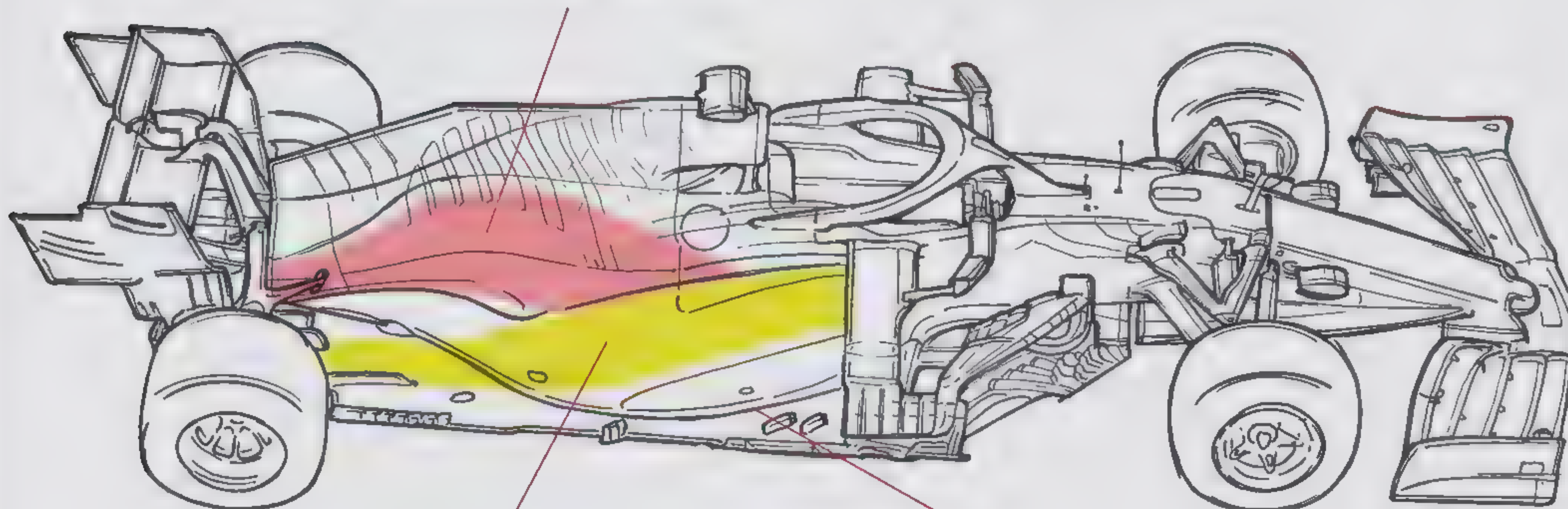
Beating your team-mate is never a question mark at the time: Valtteri always thought he could beat Lewis, or in my case that I could beat Michael. But now I look back and realise I could never have beaten Michael, even though when I was racing I thought, “I can, I will, I will keep trying.” It doesn’t happen, because they are better. When Valtteri strings it together he can beat Lewis, but it just goes back to that consistency. He’s done a good job, but like me, maybe Valtteri will understand when he hangs up his boots why the team focused on the other guy.

Johnny Herbert was a Formula 1 driver from 1989-2000 and a Le Mans winner in 1991. He is a regular contributor to Sky Sports F1. Follow Johnny on Twitter @johnnyherbertf1

“He’s always given Mercedes what they needed when asked”

To create the wider, flatter sidepods the hot air from the radiators is routed through the centre bodywork, creating a bulkier shape

WILLIAMS FW43B



The tops of the sidepods are wider and create more downwash towards the diffuser, producing more downforce from the floor

Williams sidepods are wider at the bottom and merge smoothly into the floor

MOTOR SPORT TECH

Giving the underdog its day

After years of struggle Williams is again looking a competitive F1 team. Here's how it turned a pig's ear of a car into a silk purse

WORDS: MARK HUGHES ILLUSTRATION: CRA G SCARBOROUGH

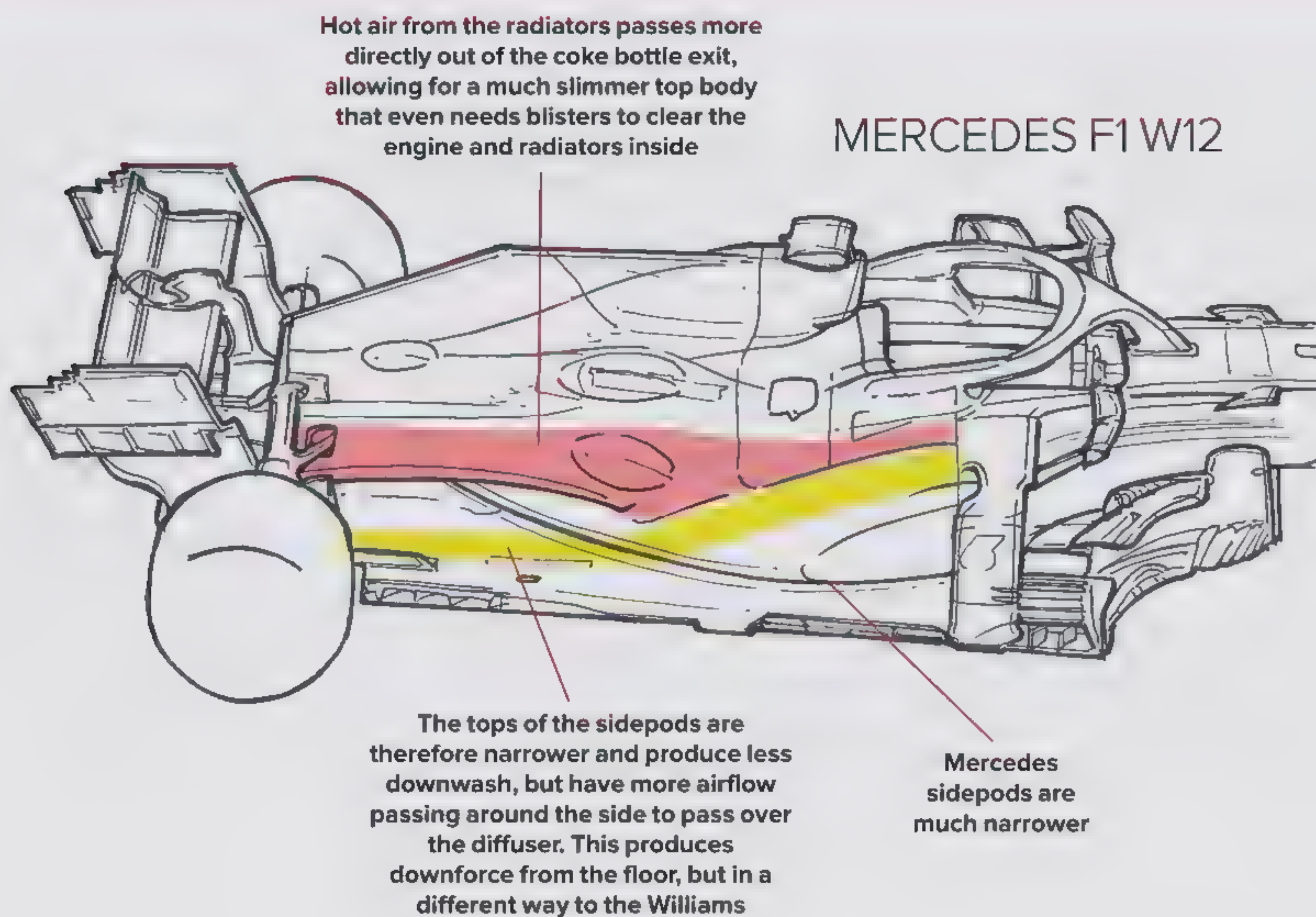
IN SOCHI GEORGE RUSSELL QUALIFIED the Williams FW43B into Q3 for the third time this season. Once there, an inspired early switch to slicks played its part in his sensational third place on the grid. Russell is clearly operating at an extremely high level and the car is in reality still only a marginal Q1/Q2 runner most of the time, but it's good enough that a just slightly favourable set of circumstances can allow Russell to produce these occasional shock outcomes (see also Silverstone and Spa). Given that the basic architecture of the car is still that of the disastrous 2019 FW42,

clearly big advances have been made within that limitation. In '19 Williams hung off the back of the grid by a significant margin; in 2020 it was able to compete with Haas and Alfa-Romeo. This year it has left Haas well behind and can on occasion mix it with more exalted company.

The technical management of the team has steadily improved and this has continued under team boss Jost Capito's recruitment of his former VW colleague Francois-Xavier Demaison as technical director. But given that the late-notice Covid-inspired regulations of 2021 insisted on the existing

2020 base cars being used, the continued improvement has been noteworthy.

That stipulation ensured a built-in limitation to the '21 car - that of its wide nose. By last year this had become an unfashionable feature as Red Bull, Renault, McLaren and others all transitioned to the Mercedes-inspired needle nose. It allows the under-nose cape to turn the airflow much earlier and more effectively towards the barge boards, which then direct the airflow between the underfloor, body sides and outwash. But Williams was stuck with it, given that it had chosen to spend its development token elsewhere.



WILLIAMS VS MERCEDES

When compared side by side the design differences between the front-of-the-grid Mercedes and the Williams become clear. While the Silver Arrows design has pioneered a 'size-zero' concept, the Williams is much bulkier in comparison. However, thanks to concentrated development on the airflow around and through the rear coke bottle section, Williams has managed to find significant gains this year.

It was probably partly in compensation for this limitation that Williams opted for a very different radiator air cooling route which, in comparison to the identically-engined Mercedes and Aston Martin, made for a much bulkier lower engine cover but an enhanced coke-bottle section of the lower bodywork (so named because of the similarity in shape to the top of the classic coke bottle).

As can be seen from the drawings, Williams has taken the air cooling passage up high and over the camshafts and exhausts in contrast to the straighter, lower route chosen by Mercedes. This has significant aerodynamic implications for the design.

The coke bottle section, first employed on the McLaren MP4/1 of 1981 and now a universal feature of any F1 car, creates a pressure change as the airflow makes its way along the lower body, effectively sucking it along faster. The faster it can be made to flow over and around the diffuser, the greater the contrast between its pressure and that of the underfloor airflow - thereby inducing the underfloor to suck down harder.

In opting for this cooling route for the 2021 car, Williams created the opportunity for an enhanced in-sweep of the coke bottle.

This potentially could offset the limitation of how much airflow the wide nose allowed to be directed there.

But, as ever, there are complications. If the in-sweep of that coke bottle section is too extreme and the airflow feeding it not strong enough, the flow can stall, thereby reducing the pressure difference between the upper and underfloor airflow and therefore downforce. An aggressive in-sweep in combination with a wide nose is indeed quite ambitious, but Williams felt it would rather have an over-sensitive car which could sometimes be quick than a less sensitive one which never would be.

As such it has tended to be highly sensitive to crosswinds. It is also at its best on long-duration corners rather than through short, sharp ones. As a consequence, much of the development applied to the car

through the season has been trying to enhance the feed to that coke bottle section - and that starts right at the front of the car. Reduced-diameter front brake ducts from round two in Imola allowed more of the front wing's wake to be out-washed aside. Aerodynamicists are always seeking to push the disturbed air from the front wing and wheel as far out as possible so that it does

not interfere with the flow down the body sides and underfloor. This will be extra important to a car needing a more robust airflow to feed the coke bottle.

Extra barge board flaps beneath the 'boomerang' vane appeared at Baku, trying to energise the flow downwards and along to the lower body and coke bottle, together with a revised arrangement of vanes ahead of the rear wheels.

Although none of these development directions will have a direct relevance to the all-new regulation cars of 2022, the progress Williams has made with this car despite its built-in limitations bodes well for the team's future going forward. ◉

"The coke bottle creates a pressure change in the airflow"



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Good month, bad month

James Elson charts the ups and downs of the F1 circus



RAIN DANCE

F1 went full Bolshoi in Sochi with several grand prix cars doing their best twirls. Norris and Russell proved their wet-weather skill in Russia qualifying though, while Hamilton did the same in the race – for win 100.



POSITIVE SPIN

On the same subject, full marks to the replacement of the Russian national anthem – a ballerina dancing to Tchaikovsky on a spinning piano. Russia is under a sporting ban imposed by the World Anti-Doping Agency.

NANDO'S THIRD F1 CROWN

Alonso is vying for his third title: the, ahem, Crypto.com Overtake Award, for most passes in a season. Fellow veteran Vettel leads with 96 overtakes, Alonso has 95 after Turkey.



RETRO LIVERIES

Red Bull did a McLaren and took us all back to those golden days of straw bales for barriers, exhaust pumping out vaporised lead and a complete lack of AWS graphics in Turkey, with its classy Honda tribute livery. Marketing has its advantages.



OCON'S LONG GAME

In Istanbul Esteban Ocon became the first driver since Mika Salo at the 1997 Monaco GP to go a whole race distance without changing his tyres. 'Scrubbed' is some understatement.



LOSING STRATEGY

Norris and McLaren dominated in Sochi, and a maiden win seemed in the bag. But a lack of assurance in strategy binned the win. Russell commiserated with Norris. He knows how it feels.

GOLDBLOCKS PARK

Istanbul got slated last year for not being grippy enough. Now, drivers complained it was too grippy as tyres were ripped to shreds. Can F1's favourite new(ish) circuit ever win with the professional stoppers?



STROLL FALL

Stroll was fourth after the start in Sochi, then third after strategy got him ahead of Russell. Then the rain came: Stroll allowed Vettel to get past, then spun into the wall, before taking out Gasly. Daddy will not be happy.



ALFA DISASTER

Alfa's Giovinazzi was belatedly advised to switch to inters in Russia, costing him potential points. Then in Turkey, it was already too late when the sleepy Swiss team told him it might be an idea for Gio to charge his batteries in anticipation of a final-lap lunge for tenth.



PITSTOP CAPITULATION

Pérez's crew really dropped the wheel nut in Russia. His 8.9sec stop was a tad longer than the Red Bull record of 1.82sec. It could have changed 19.56 wheels in the time Pérez was stopped in Sochi.



F1 RETRO FEBRUARY 2010

Through the keyhole

Extraordinary tales from the *Motor Sport* digital archive

IT'S 30 YEARS SINCE Ayrton Senna claimed his final F1 drivers' crown. *Snapshots of Senna*, written by Mike Doodson for our February 2010 edition, features an intimate account – with incredible rarely seen photography – of grand prix racing's ultimate gladiator in his early days and then at the height of his powers, revealing both steeliness and vulnerability.

Doodson first met Senna in 1983 when the Brazilian was racing for West Surrey Racing in British F3. His pursuit for an interview at a test before the '84 F1 season eventually led him to staying at the Senna family home, the visit from which most of the pictures originate.

The next snapshot scene is Senna in early '86, two grand prix wins down but still indulging in his childhood passion of flying model helicopters. In the comfortable surroundings of Esher, Senna's friend Mauricio Gugelmin, who was also present, waxes lyrical to Doodson about what makes his Brazilian countryman so good.

In '88, Doodson asks Senna about religious beliefs influencing his driving, which is swiftly rebutted. The writer then composes a piece on revelations in relation to the driver's faith, after which Doodson is excommunicated.

It's a sad end to a relationship which began at the start of an F1 legend, but this fascinating piece reveals much about the making of its most fabled driver.

To read the full story visit motorsportmagazine.com/archive



Caterham on a budget – ish

The new entry level 170 is the lightest Seven to date. It's great fun, as **Andrew Frankel** discovers... but the costs stack up with extras

REGULARS MAY RECALL I HAVE remarked at times upon the uneasy correlation between cars that are fast and those that are fun. One of the best things I have ever done in a car is race my 1950s Citroën 2CV cross-country against a similarly equipped friend. We never went near a speed limit and if we had 35bhp between us, he was cheating even more than me.

So just because this new Caterham 170S has an engine displacing 660cc and producing a mere 84bhp, do not presume it will be less fun to drive as a result. What is probably more important is that the diminutive proportions of the three-cylinder powerplant mean that even fully equipped road specification, it weighs just 465kg. Choose the 170R and do without your windscreen and various other comforts and that figure comes down to 440kg, making

it the lightest Caterham in the near 50 years since Graham Nearn bought the manufacturing rights to the Lotus Seven from Colin Chapman.

I love too the fact that Caterham has chosen to shoe this new entry-level model with a 155-section tyre, which is exactly the same width as found on my daughter's 1-litre Toyota Aygo. It shows a company keeping its mind not on what might look cool, but what actually works in terms of the driving experience. Because if you can't slide a Caterham around on the power, you're missing a big chunk of the fun of driving a Caterham. So if your power is limited, it makes sense to limit grip too.

And it really does handle superbly. There probably isn't a car on sale I'd be happier to chuck about than this: it turns in like a racing car, has an aversion to understeer but because it's all happening at such low speeds and the car is so light, when the back breaks loose it never goes very far or, indeed, very fast. It makes you feel like a bit of a driving god behind the wheel which, surely, is its very purpose.

So far so good. But there is a problem here and depending on how you'd choose to use the car, its significance will range from negligible to deal-breaking. The powertrain is supplied by Suzuki and is built to meet Japanese 'Kei'

A three-cylinder 84bhp Suzuki 660cc engine provides ample slide power for the Seven



"A Caterham is not a car you buy because you think it's a nice idea"

car regulations, which bring advantageous tax and insurance breaks for qualifying cars. However it's not just the engine you get, but the entire powertrain all the way back to and including its live rear axle.

Live rear axles and Caterhams have a noble history; indeed they were all so suspended until a De Dion rear end was developed in the 1980s, but then as now they brought a permanently restless and at times positively bumpy quality to the ride which may seriously dampen your enthusiasm for long-distance driving. Which is a shame. I own a De Dion Caterham with a standard road set up and find it bizarrely comfortable even after a couple of hours at the wheel. The 170S is not like this. Now, if you're only ever going to take it to the pub then it scarcely matters, but if your plans include venturing further afield it's certainly something you'll be wanting to bear in mind.

And make sure you like the engine too. It's light and develops good power for its size, but it's also turbocharged, and that means there's a little lag, torque that arrives all at the same time and a muted voice. I can remember perhaps 30 years ago Caterham's then chief engineer Jez Coates bringing over a Seven with a hugely powerful turbocharged Vauxhall

engine for me to try and he didn't need to do more than look at my face when I returned to know it wasn't what I wanted in a Caterham. Turns out he felt the same way and the car never went on sale. This engine is not so flawed and you'd be surprised by how fast it can still make a Seven feel, but it is no substitute for something a little larger and naturally aspirated.

There is also the price to consider. A 170S costs £22,990 in kit form, over £25,000 fully built. The press car, which carried much leather, retailed at over £32,000, which is a lot.

So what I'd usually do is direct you at the next model up, with a 1.6-litre Ford engine lacking a turbo but having the De Dion rear end. But Caterham has just run out of such motors meaning its next cheapest model is the 360 with, as the name implies, double the power-to-weight ratio and costing a third more.

Were I shopping on a restricted budget for a Caterham that was both as much fun and as easy to live with as possible, I'd certainly wait to see what the company comes up with to plug this yawning gap in its line-up - I expect it will be a 2-litre Ford engine in rather more modest tune than the 360.

Because while I liked the 170S, I didn't absolutely love it, like I loved the now sadly

discontinued 1.6-litre Super Seven. And to me a Caterham is not a car you buy because you think it's a nice idea. You buy one because your life is incomplete without one in your shed, as was mine until I rectified the glaring error earlier in the year. It's a car for which you set a 5am alarm and go for a two-hour drive before breakfast for no other reason than that you can. I do that in my car on a regular basis, but can't see myself doing the same in the 170S.

Caterhams are often the cars that prove that less really is more. It's a good rule, but it is not infallible, as this fine, fun but ultimately flawed car shows. **O**

CATERHAM SEVEN 170S



- **Price** £22,990 (kit), £25,385 (fully built)
- **Engine** 0.7-litres, three cylinders, turbocharged, petrol
- **Power** 84bhp at 6500 rpm
- **Torque** 85lb ft at 4500rpm
- **Weight** 465kg
- **Power to weight** 343bhp per tonne
- **Transmission** Five-speed manual, rear-wheel drive
- **0-62mph** 6.9sec ● **Top speed** 105mph
- **Verdict** Likeable, not lovable.

Porsche's everyday 911

Spa or the local Spar – the GTS offers speed and comfort

WHEN PORSCHE launched the new 911 GT3 earlier in the year we were all a bit shocked that it had been made so stiff.

Great for the track, less so for the road. So I just assumed that when the GT3 Touring was introduced, without the downforce-heavy aero pack that required big spring rates to support, they'd soften it off a touch. But no, it's as firm as a normal GT3.

This left a hole in the 911 range for a truly driver-centric 911 that was still a passable daily car, and it didn't look to me like this new 911 GTS would fill it. Because we all know that under the skin a GTS is really a parts-bin special, made up from Porsche's choice from the standard 911 options list.

Except it isn't any more. It has power you'll find in no lowlier 911, however many boxes you tick. It has Turbo brakes, and Turbo-derived suspension, but with bespoke settings. They've



Lightweight air vents, a smaller rear wing, little more zip. A mode in the back seats will disappear to save weight

hacked out a load of sound deadening too to spice up the show and save some heft. And it's added a lightweight package which deletes the rear seats, installs thinner glass and a lithium ion battery. It has more mass and less power than a GT3, but a lot more torque. In a straight line, there'd be nothing in it.

Fast when you want, comfortable when you don't, it is the best 911 you can buy for daily use, which is what 911s are for. **AF**

PORSCHE 911 GTS COUPÉ

- Price From £108,920 • Engine 3 litres, six cylinders, turbocharged, petrol
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- Weight 1510kg
- Power to weight 314bhp per tonne
- Transmission Seven-speed manual, rear-wheel drive
- 0-60mph 4.1sec • Top speed 193mph
- Economy 26.4mpg • CO₂ 236g/km
- Verdict Turbo qualities for less bucks.

Straight to the point

An old-fashioned sunseeker that's made for the Riviera



IHAVE DECIDED THAT THERE IS ONE attribute I value in a car more than any other. It is that said car, be it large or small, fast or slow, expensive or cheap, knows what it is for. This also explains my aversion to all those awful crossover SUV neither-fish-nor-fowl things with which the new car market is these days abrim.

And this Bentley knows precisely what it is for. Now, as it happens, somewhat visually ostentatious convertibles are some distance from being my kind of car, but that doesn't really matter.

This Bentley is for people who want to be able to travel long distances in great comfort to some far-flung, sunny location and then drop the roof and strike exactly the right note when they get there. In this regard it is very hard to fault indeed.

Even with the roof up you are still somehow unaware there is fabric rather than metal above you; there is no structural shake and the whole car comes with a sense

of quality that has been designed in, rather than applied as a veneer thereafter. It's hugely heavy as a result, but that's fine for this kind of car too, so long as you can afford the fuel.

And no, you absolutely do not need the 12-cylinder model. This V8 is plenty fast enough, sounds much better and costs much less. In short this Bentley knows not just what it is for, but whom it is for too. **AF**

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HORTONS
BOOKS

Scottish independence

The tale of one special car and its triumphs with a small privateer team makes inspiring reading, says **Gordon Cruickshank**

LOCKDOWN HAS PRODUCED MANY self-starter projects; few of them can have had such impressive outcomes. This is the story of a car, one single car, but of a rare breed and with a very special historical trail behind it. XKD 603 is one of the works long-nose D-types that Jaguar fielded on the track; a mere 11 of these special works cars were assembled in 1955 and '56, and 603 is one of only five survivors. That in itself is pretty damn good - any D-type is one of the gems in Britain's motor racing crown, but these works cars not only have a fabulous racing record but also sport what many people see as the prettiest body variant of a stunning-looking car, the extended snout that elevates these Ds from their snub-nosed brothers and adds a vital few mph along Mulsanne straight.

Pointing out that 603 contains parts of two cars, has had several engines and two bodies and masqueraded under a false identity for some years makes it sound questionable, but since these things happened in the 1950s in the hands of the factory race team and its next owners, Ecurie Ecosse, it's simply the hard life of a racing car. And since it's all well recorded, as this book makes very clear, it's a continuous historical entity making this perhaps the most original of survivors.

It's an impressive career summary: in its 19 races in factory and Ecurie Ecosse hands seven Le Mans winners drove it. In the hands of Jock Lawrence and Ninian Sanderson it finished second at Le Mans in 1957, then headed south to contest the Race of Two Worlds at Monza, with all the evidence of that still present. Sneakily sold as the '57 Le Mans winner by Ecurie Ecosse's David Murray, it was first pampered, then had a highly successful few seasons in historic racing -



XKD 603 –
Through the Lens of Time
Clive Beecham
£95

Willie Green offers enthusiastic memories - before ending up with the book's author, having raced the Orient Express on the way. Single-car books written or financed by owners can sometimes be sheer puff. Not here; this is a factual record, written with knowledge and a passion for history. I can say that because I know Clive Beecham and I've written about this car, so I've seen his extensive records, his photo archive and the various original related items he's been able to collect with the vehicle.

Books about a single chassis number can also be repetitive, but Clive keeps the text lively, inserting memories from a vast range of people including Ron Gaudion, mechanic for all three D-type victories, Hugh Langrishe who was time-keeper in 1957, previous owner Anthony Bamford, Jaguar designer Ian Callum whom I had the pleasure of accompanying on a trip with the car, and even a man who knew the owner during its time in the States. Michael



Quinn, grandson of Sir William Lyons, writes about the competition story from his famous forebear's point of view. Farsighted as Lyons was, he couldn't have foreseen that after the shadowed 1955 victory and its withdrawal from racing, a private team would add two more Le Mans notches on Jaguar's bedpost.

Arriving in a blue slipcase with fine metallic graphics the volume speaks quality, which continues throughout. For sheer visual richness it scores highly: they haven't been afraid to use a grainy picture large if it serves the story, but especially impressive is the amount of colour period photography. Many photos are previously unpublished, and there's some fantastic colour from the time that I've never seen before - Ninian Sanderson poking Duncan Hamilton in the tummy, the Monza banking with Moss's Maserati and Hawthorn's Ferrari 412MI pursuing 603 sporting the air-gulping scoop they fitted trying



With the crew piled aboard 603, Ninian Sanderson throws his arms in the air in delight

“The car is still accompanied by its factory notebook with every alteration and setting”

to cool the stressed rear tyre. Though removed afterwards, it survives and Clive has it.

Photography is not just from the famous circuits - there are pictures from Kristianstad and Crimond, and Jaguar's rivals get their share of attention. As well as the huge range of pictures, the pages are enlivened with posters, programmes, pit passes and pull-outs of contemporary magazine coverage, as well as atmospheric paintings by Dexter Brown and others. Paperwork from the car's original Le Mans entry forms to a hotel bill from the team's French foray is pictured, confirming that Clive has left no paper unturned. One of

the special things that enriches the car's history is that it's still accompanied by the precious little notebook the factory maintained for each car with every alteration and setting listed in neat handwriting, so this too is illustrated at the relevant part of the story. Even recent photos are dramatic - the anniversary run involving all five surviving long-noses, parades at Goodwood, reunions with important figures, stunning shots of its Mille Miglia run with Ian Callum aboard.

Obviously the question of identity is central to the book, and Beecham goes carefully into the paper trail that led Jaguar

historian Andrew Whyte to confirm that the car Murray sold to James Munro in the USA at the end of 1959 was this and not the '57 winner. But it may be that Munro's belief and his intention to preserve it for history is why the car has come down the years so unmolested.

Did I mention that this is Beecham's first attempt at a book, and self-published at that? Like XKD 603 on its debut, I'd say he's set a benchmark first time out. ◻

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Inspect a gadget

A fully comprehensive tome about the James Bond Aston Martin DB5. "Entereshteng," as Sean Connery might once have said

ONCE UPON A TIME IT WAS THE original Rolls-Royce Silver Ghost which was the most famous car in the world, but Aston Martin stole that crown when it slipped one of its elegant coupés into a new film about a secret agent. Once *Goldfinger* hit the silver screen the die was cast. And so were millions of diecast models featuring some of the same gadgets. Yes, I had one too.

After a 30-year gap when it was just an out-of-date design the silver DB5 has gone on to appear in film after film, resuscitated by a burgeoning interest in classic cars, and interest is so strong that you can today buy a brand-new driveable Aston Martin DB5 with working gadgets. Actually, you can't as all 25 examples of the £3.3m car are sold, but you can buy a copy of this book, produced to tie in with the latest Bond film.

For a subject that is so overexposed, this effort proved more interesting than anything I've seen so far, with many behind-the-scenes production shots and input from those involved in the early and recent films. In the section about creating the gadgets there are some fascinating technical drawings - these things weren't cobbled up in a workshop, they were carefully drawn beforehand like any

production vehicle, down to the spring-loaded cap on the gear knob concealing the ejector seat button. That option isn't something I've ever fantasised about (I choose my passengers carefully), but those machine guns - yes please, so it's amusing to find that the idea came from production designer Ken Adam's real-life frustrations with other drivers.

Another drawing of the interior mock-up for filming shows that they built a short bonnet to it, heavily distorted for forced perspective in the camera. I've grown bored of the choppy editing and endless explosions of the modern Bond series, but I've always found special effects fascinating and by showing me such tricks this book fed my interest. I was cheered to know that fewer cars than you think get destroyed nowadays; the burnt-out Aston in *Skyfall* was a one-third scale model. (Although seeing the quality of the three models they made, I think I'm more upset about that - after all, there are lots of DB5s around...)

Chapters on Bond's other Astons and the various model versions round out what turned out to be a fun read. **GC**



James Bond's DB5
Simon Hugo & Will Lawrence
Available at 007 Store, £49.95
ISBN: 9781858756103

CORVETTE: CHEVROLET'S SUPERCAR

Randy Leffingwell

I'm told the latest mid-engined Corvette is a terrific drive; a Pantera done well, a fellow scribe described it to me. The only one I ever drove was a '58 and it was the worst surprise I ever had - a wallowing pudding, yet a sales success. I can't tell what's new here, but the book boasts access to unseen GM photo and media files, and I found it absorbing. Noted Corvette expert Leffingwell writes authoritatively, mixing the constructional bones with the visual elements including outside influences, spin-offs and the successful racing variations. He slides between the eras making it a very approachable summary of America's favourite sports car. **GC**

Motorbooks, £35

ISBN: 9780760368503

INSIDE CROSTHWAITE & GARDINER

Andy Constable

Dick Crosthwaite, one of the founders of the hugely respected engineering firm, says this was first intended to be a simple snapshot of the work it does. But it grew, and is now on general sale. Readers will know the company from its amazing output, everything from tiny parts to complete cars, most famously Auto Unions for Audi, plus restoring or powering half the grid in historic (and modern) racing. Its history and talents are all here, but it's nice that the staff get their moment in the sun too. **GC**

Crosthwaite & Gardiner, £40

F1 2021 VIDEO GAME

There's plenty to get stuck into with F1's official game, including the new story mode Braking Point, an over-the-top drama putting you at the centre of the paddock with F2 rookie Aiden Jackson. Its narrative offers an enjoyable few hours but there are still alternative options for those less impressed with the story. The multiplayer experience has been streamlined, AI and graphics improved upon and the usual My Team, Driver and F2 campaigns return. *F1 2021* is one of the best racing titles to release this year. **JW-S**

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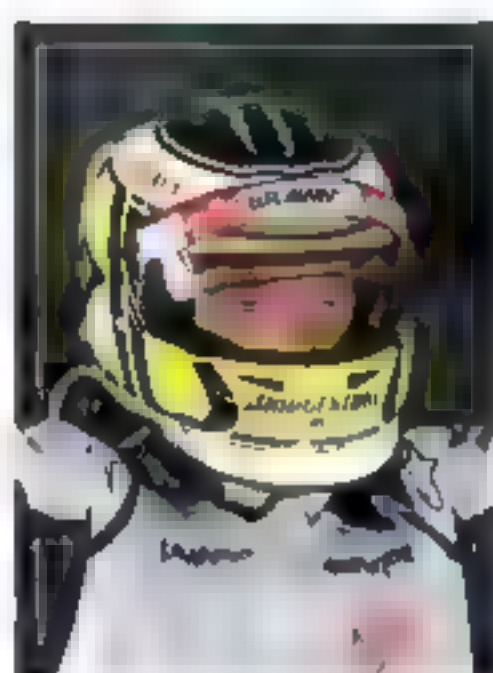


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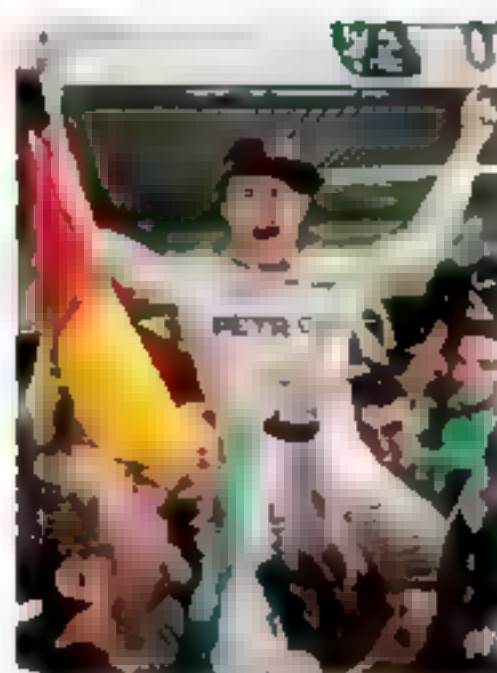
It's time to cast your vote in the 2021 Hall of Fame. Pick your favourite from the five categories shown here and go to our website to make your choice. Voting closes on November 29

motorsportmagazine.com/hall-of-fame

M *Formula 1*



Jenson Button



Nico Rosberg

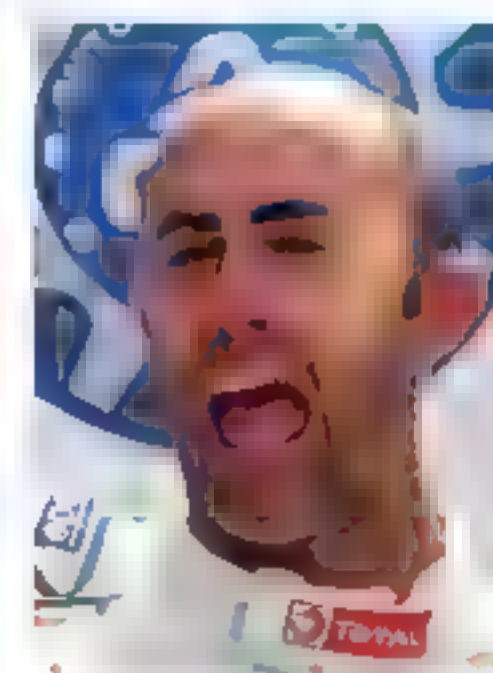


Kimi Räikkönen

M *Le Mans*



Allan McNish



David Brabham



Emanuele Pirro

M *Legends*



Michèle Mouton



Nelson Piquet



John Watson

M *US Racing*



Scott Dixon



Jimmie Johnson



Hélio Castroneves

M *Engineers*



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/// MOTOR SPORT INTERVIEW

Jo Ramirez

With an F1 career spanning more than 40 years, the master of the pitlane has rubbed shoulders with such greats as Don Gurney, Ken Tyrrell and Ron Dennis. Not bad for a university drop out...

WORDS: ROB WIDDOWS



Clockwise from top left: a smile for Dan Gurney; good friend Ricardo Rodriguez, who was at Ferrari 1961-62; a young Ramirez with Juan Manuel Fangio and Gurney

ANYONE WHO HAS BEEN TO THE Mexican Grand Prix or the Carrera Panamericana will have been infused with the nation's passion for motor racing. Former McLaren International team co-ordinator Joaquin 'Jo' Ramirez dropped out of university in Mexico City to follow his friend Ricardo Rodriguez to Europe, starting as an apprentice mechanic at Scuderia Ferrari in 1962. When Rodriguez was killed at the Mexican Grand Prix, Jo moved to Maserati, and Lamborghini, coming to England in 1964 to work on the Ford GT40 project before joining Dan Gurney's All American Racers team as Dan's mechanic on the Eagle-Weslake.

During the 1960s and '70s he went on to work with Ken Tyrrell, John Wyer, Shadow, ATS, Theodore and the Fittipaldi brothers at Copersucar before joining McLaren in 1984. After 40 years in the pitlane he retired in 2001 having managed, and refereed, Alain Prost, Ayrton Senna, Mika Häkkinen and David Coulthard through some of Formula 1's fiercest rivalries.

From his hilltop home near Malaga he tells us about life alongside some of the greatest names in the sport.

Motor Sport: *Your first job in Europe was with Ferrari, a dream come true. Was this always the plan when you left home in Mexico City?*

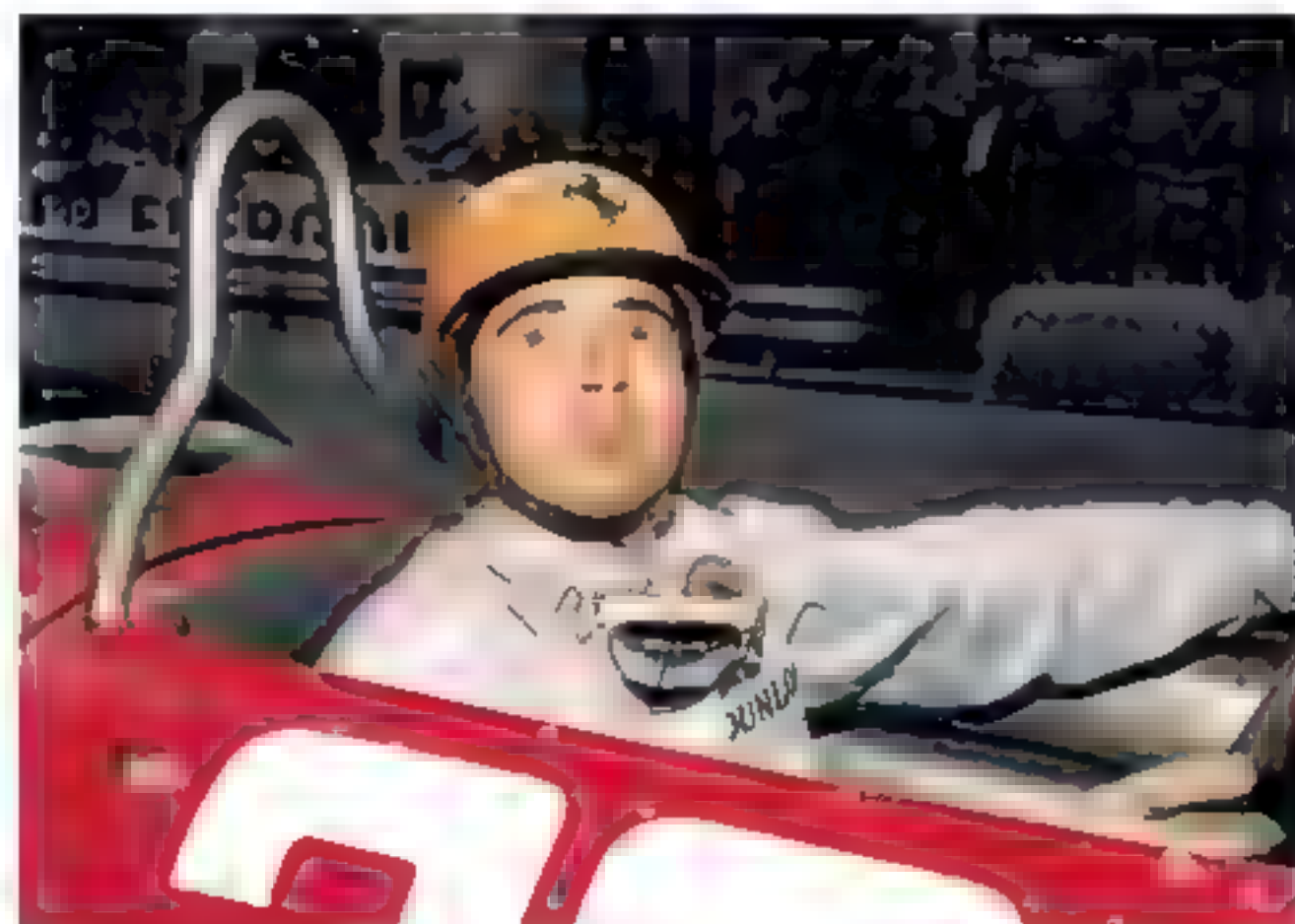
JR: "There was no plan, exactly, but Ricardo [Rodriguez] and I were close friends, we raced karts together, and when he signed for Ferrari in 1962 he knew how keen I was to get to Europe and said he would introduce me to Ferrari. Well, I couldn't afford a flight to Italy but a friend of mine in the government got me a ticket as far as New York where I bought the cheapest ticket I could find to get across the Atlantic in tourist class on the *Queen Elizabeth*. I shared a cabin with an Australian guy and we used to gatecrash the

parties in first class. We had so much fun, a fantastic experience.

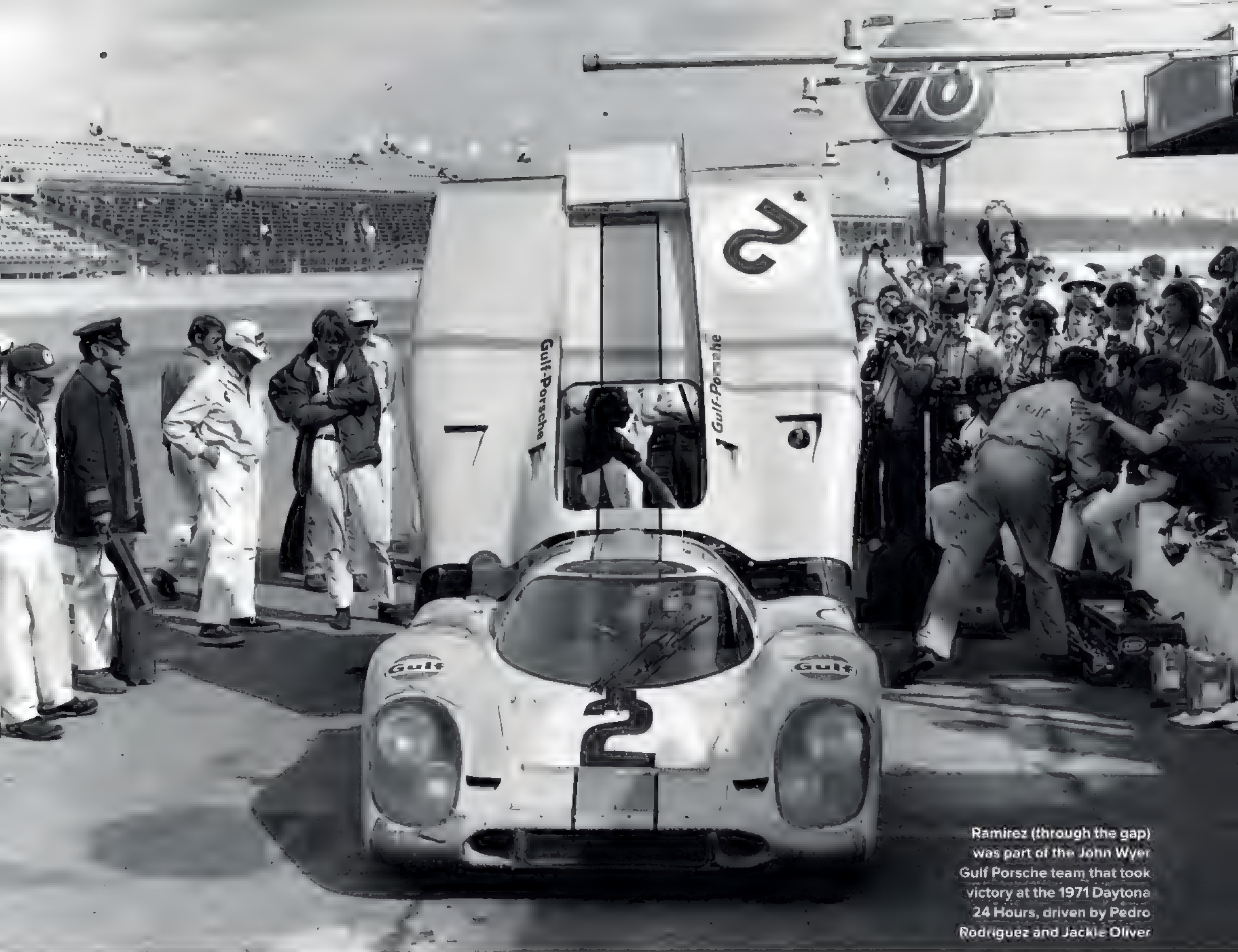
"From England I hitch-hiked down to Sicily for the Targa Florio where I was to meet up with Ricardo. He introduced me to Eugenio Dragoni and Mauro Forghieri and the rest was up to me. Mauro and I got on very well, he was my mentor in those early days, we are still friends. He and Dragoni, they liked my enthusiasm, so they said if I could get to the races they'd pay my hotel and food so that's how I started. I became friends with Giancarlo Baghetti and Lorenzo Bandini, travelled to the races in Giancarlo's Ferrari, and then at the track I was given all the shitty jobs, making the coffee, things like that, but I was in my element. It was a fantastic time, learning Italian, and gradually getting closer to the cars."

M *The 1962 season was a terrible time for Ferrari, not a single victory and sixth in the Constructors'. What was going on?*

JR: "There were big problems in Italy, a lot of strikes that affected all the Italian teams so they hadn't developed the car at all from the previous year when Phil Hill won the Championship. A lot of the engineers had left or been fired at the end of '61, the team was



Rodriguez, above, opened doors for Ramirez in Europe but would die at the age of 20 in 1962



Ramirez (through the gap) was part of the John Wyer Gulf Porsche team that took victory at the 1971 Daytona 24 Hours, driven by Pedro Rodríguez and Jackie Oliver

in disarray and the cars were withdrawn from the last two races. The car was never competitive but Ricardo was fourth in Belgium, the youngest ever driver to score points, a record that stood for 38 years.

"Of course he wanted to race in Mexico, and he got a drive with Rob Walker in the Lotus-Climax, but he was killed in practice which was just such a tragedy, a terrible end to a bad year. I wasn't there, I couldn't afford the flight to Mexico. I was devastated, not sure I wanted to stay in the sport, but I'd met Juan Manuel Fangio and he said he would introduce me to Maserati. He was such a wonderful person. Back in Modena he'd already left but he had sent me a note which he said I should take to Giulio Alfieri at Maserati. You can imagine, a recommendation from Fangio... and this led to me going to Rome, getting a work permit, and my first paid job with Maserati. My boss

"I'd been listening to *The Archers* to learn some phrases"

there was Giampaolo Dallara, my second mentor, so I had a great year with the sports cars. My first love was the racing but Ferruccio Lamborghini came to me and persuaded me to work on his new road cars. I wasn't sure but he promised that after one year they would go racing to help sell the cars. I was his sixth employee, involved in every single part of the cars, a fantastic experience, and we did a lot of testing, driving those cars around Italy. It was clear to me they weren't going to go racing so I packed my bags into my Fiat 500 and headed for England."


M Another new start, a new challenge, so how did you get yourself back into racing?

JR: "I'd sent letters to all the teams and I went to see John Horsman and John Wyer at Ford Advanced Vehicles where they were working on the GT40 to go to Le Mans and beat Ferrari. My English was almost

non-existent, I'd been listening to *The Archers* to learn some phrases, but they gave me a job and that's how I got together with Dan Gurney. He liked Mexican food, we got on very well, and so in 1966 I joined his All American Racers F1 team. After a year with the Climax engine we got the V12 Weslake and we won the Race of Champions and of course the Belgian Grand Prix. Now we had the power but lots of little things were breaking and at the Nürburgring a driveshaft broke when we should have won that one.

Dan was very creative, he changed little things all the time, went a bit quicker to show us he was right, then went back to the old set-up... but we loved him. He treated us all so well and he was a very good driver. I went to America with him, racing Can-Am and IndyCar, a great experience and I earned enough money in two years to come back to England and buy a house.

"It was perfect timing because John Wyer asked me to join the Gulf Porsche team. Those cars were incredible. I used to drive



Here's Ramirez in the Eagle-Weslake during practice at 'that' Belgian Grand Prix, June 1967; Gurney, standing, would be the weekend's hero

the 917 from our hotel to the track at Le Mans and I realised the drivers really deserved what they got paid to race that car. They were something else, so powerful. It was my first job with sports cars, working on cars with doors, lights and lots of bodywork but I loved the pitstops. So many times we won because of our work in the pits.

At Daytona in 1971 Jackie Oliver came in stuck in fifth gear and we completely rebuilt the gearbox in one hour. Then Pedro Rodriguez took over in the rain and they won the race. Pedro was fantastic in sports cars, incredibly quick in the wet. Next day the headline in the local paper was 'Mechanics save the win for Wyer'."

M You went back to Formula 1 with Tyrrell. What was it like working for Ken at the height of the team's success?

JR: "I will always be grateful for that opportunity, to work with such a great team, with a man like Ken who was very direct, a man who did not suffer fools, who knew exactly what he wanted from us. When I first arrived I couldn't believe what I saw, just a couple of Portakabins and a shed where we built the cars.

"It was a family team, just 25 of us and six of us went to the races along with Ken and Norah, amazing. There was such great harmony, we all stayed in the same hotel, we ate together and Ken was a wonderful raconteur with great stories. He was also a tough character. We'd joke about his 'froth jobs' when he'd get very excited, foam coming out of his mouth, but he was a great boss which is why people stayed with him. Jackie Stewart had good offers from Ferrari but he stayed with Tyrrell where there were no politics and everyone pulling together.

"The American Grand Prix at Watkins Glen in 1973 was just a terrible time, a horrible memory. François Cevert was killed in practice, suddenly there was silence, all the cars stopped. I ran to a service car going



It was a happy time for Ramirez, left, red cap, at Tyrrell, here with François Cevert at Jarama, '72

to the accident. Jody Scheckter stopped me, said, 'Don't go, there's nothing you can do, don't go.' I was François' mechanic so when they took his car to a local garage I went there and I was sick, the blackest day of my life, but people who saw the crash said nothing had broken on the car. Nobody knew that Jackie Stewart was going to retire and Ken was sorry he'd never told François he would be team leader the following year. It was to be Jackie's last race, he'd won the Championship, but Ken withdrew the car. I remember strapping Jackie into his car in practice that weekend and he said to me, 'Jo, do you mind if I keep this steering wheel?' And I thought, 'That's strange, maybe he is going to retire.'

M After all these years as mechanic you got your first team manager's job at Fittipaldi. Was it a tough decision to leave Tyrrell?

JR: "Ken was very supportive. He said I must take this opportunity but there would always be a job for me at Tyrrell if it didn't work out. Well, the team was not successful, but I learnt a lot about what it takes to be a team manager, about how to conduct a team. The learning curve was steep. The Fittipaldi brothers had a lot of money from Copersucar but working in Brazil was so difficult, having to import everything from Europe, parts for the cars left in customs for weeks, and the Brazilian government was no help at all even though we were building a Brazilian F1 car. Then there was a big fight between Emerson and Wilson. A lot of money was spent, it was sad."

M It might appear that moving to Shadow, working with Don Nichols, was a leap from the frying pan into the fire?

JR: "No, not really. It was a challenge because I had to build the team virtually from scratch. It may have seemed that Don Nichols was a mysterious figure, and in some ways he was, but he needed me to preserve the team after Arrows copied his cars. It was amazing, the drawings of the two cars were almost identical and Don wanted to fight them in court while we rebuilt the team. It was Christmas, six weeks before the first race, and we had one mechanic, some engines, a chassis, the ladies who did the accounts, and that was it. So, we had to find two drivers, more mechanics and build the cars, the DN8 that Tony Southgate had designed. We signed Clay Regazzoni and Hans Stuck in '78. Somehow we got the cars to Argentina in



By 1980, Ramirez (with headphones) was team manager at ATS. It was a crazy two years

the second week of January and then two weeks later Clay was fifth in Brazil which was amazing. At the end of '79, with Elio de Angelis and Jan Lammers, we beat ATS in the Constructors' Championship by one point at the last race in America. Elio finished fourth ahead of Hans Stuck in fifth after I'd put qualifying tyres on the front of his car for extra grip for the last few laps. The guys thought this was mad - but it worked."

"Ken Tyrrell was very direct and did not suffer fools"

M That's ironic because you went to ATS, and then to Theodore.

JR: "Yes, I know, I think Gunter Schmid was impressed when we beat ATS in America. Anyway he

hired me and he was not always easy to work with, a little bit crazy. When I started as team manager Schmid hadn't told Vic Elford, who'd run the team, that I was coming. It was so embarrassing - Vic and I were friends. Schmid was a good businessman but racing is different from normal business. At Long Beach there was me, two mechanics, two spare wheels, a box of spares and Schmid. That was the team. Goodyear said to me, 'You have four sets of qualifiers,' and I said, 'But we don't have enough wheels.' Crazy. Anyway, Jan Lammers had fantastic car control, the best I'd seen, and he qualified fourth, incredible, and then a driveshaft broke on the first lap of the race.

"Two years was enough and Teddy Yip wanted me to run his Theodore team. It was a good offer, I liked him, we were treated like royalty in Macau where he and Stanley Ho were the kings. Teddy was always on the phone, moving money here, there and

everywhere, and he was competitive, loved his racing. He would come to me in the paddock, hand me a plastic bag full of money, one time it was \$50,000, and say, 'You need this for the team.' We had fun, scored some points, had some good times, and then Ron Dennis started calling me and I went to McLaren for 1984."

M You stayed for 16 years, managing Prost and Senna at the height of their rivalry. Was McLaren the ultimate ambition?

JR: "Not really, I turned the offer down the first time he called, but Ron is very persuasive. I'd known him for a long time, knew what to expect. Alain Prost came to McLaren in '84, alongside Lauda who pipped him to the Championship by half a point. We never had a number one or number two driver but Alain made the team his own, winning the title in '85 and '86.

"So when Ayrton Senna came in '88 Alain was already twice a champion and at first he welcomed Ayrton, accepted him with open arms. We won 15 races, total supremacy, it was incredible, but Alain had accused Ayrton of dangerous driving in Portugal, said if that was how Ayrton wanted to win a Championship he could keep it. Then in '89, it started to get really bad. Alain was struggling to match Ayrton in qualifying, and it was like two teams inside McLaren after it really erupted at Imola when Alain accused Ayrton of ignoring an agreement they'd made about who would win if they got away in the lead. I don't think they ever recovered from that and of course there were the collisions in Japan and managing that situation was very challenging. Alain won the

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1 of 2

Czechoslovakia's Aero Automobiles were produced in limited numbers for only ten years, ending in 1939 with the advent of World War II. This Model 50 was started before the German occupation and finished while under German control, as documented by the original log book. The car is powered by a Tatra four-cylinder, two-cycle engine with front wheel drive and four-wheel independent suspension.

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"Well, look at the time, Ayrton..." Senna is getting his point across in 1992, while Ramirez was team co-ordinator at McLaren

Championship in '89 but went to Ferrari at the end of the year. Ayrton had this amazing aura around him - when he walked into a room, the room changed, and he was really the first of a new generation of drivers to work so hard, so intensely, on getting the best performance from the car. He was so focused, he wanted to win at any cost. I never saw the same absolute will to win in another driver. He would spend hours with the engineers, late into the night, and he had formed a very close relationship with Honda. There was talk of him getting the best engine.

"Alain was not used to working so many hours. He liked time for a round of golf, so the way Ayrton applied himself took him by surprise. In the end he would stay late in case he missed anything Ayrton was doing. Everyone talks about Ayrton, even now, but Alain deserves as much adulation. He was a talented driver. He was maybe too soft to be a successful team owner, not tough enough, and I was surprised he did not have more success. Great drivers don't always make good team owners. Ron was an excellent team boss but he wasn't a good driver!"

"We have lost some of the romance and creativity, the innovation"

M Team co-ordinator at McLaren was your toughest challenge. What was it like working for Ron Dennis?

JR: "He was such a huge personality in our sport. He saw how Formula 1 was going to develop, and he was a very important part of our success at McLaren. The early partnership with John Barnard was a very clever move. Barnard was the best at the time. My office was next to Ron's and they used to have unbelievable arguments. The walls were almost shaking, but they respected each other. They were the best at what they did. During the races only the engineers and Ron were able to speak to the drivers and some of them were nervous about making decisions. They'd wait for Ron to react, to make those split-second decisions. I don't know why because I have to say Ron was very good to me. If you did your job well, one of the best bosses I ever had.

"We never had a contract until Ron found out that I'd had an offer from Ferrari. He asked me, 'What were you doing in Maranello?' I don't know how he found out. He said, 'OK, if Ferrari call you, you have to

go and see them, but give me a chance before you sign anything.' I said I didn't need a contract but we signed one after that. At the end he gave me the most unbelievable leaving party at Indianapolis in 2001, it was fantastic. Ron looked after his employees, was very generous in that way. Not everyone knows that about him. When he left, McLaren lost a lot of good people and it's taken them a long time to return to where they are today."

M What is your view of the sport that was your whole life for so many years? Are you optimistic for the future of Formula 1?

JR: "We have lost some of the romance and the creativity, the innovation. There is no room for the Chapmans, the Barnards and the Murrays of this world but of course the safety has improved dramatically.

"I don't like the use of so many penalties. They often don't match the 'offence'. I mean, this is motor racing, there will always be racing incidents between the best drivers in the best cars. I'm not sure about the new formats, the Sprint races, but more excitement on Fridays is good for the fans. It's an exciting season, some good young drivers coming forward, and of course I like what Lando is doing at McLaren." **O**

Pirro leads Andrea de Angelis on a Rome kart track, 1976; their teenage battles were ruthless



MY Greatest RIVAL

EMANUELE PIRRO vs ANDREA DE ANGELIS

For future Le Mans winner **Emanuele Pirro** Italian karting in the 1970s was a breeding ground for talent - none better than Elio's brother

"MY TOUGHEST RIVAL HAS always been myself. I was very rarely satisfied with my performance so the person I had to deal with throughout my whole career was myself. It was not always about beating other people, it was more about constantly trying to improve my own performance in all the cars that I raced.

If I have to choose one rival I want to go back to my karting days when I was fighting Andrea de Angelis, Elio's brother, for the championship. We were good friends but he was my 'sporting nightmare', the rival who kept me awake at night. We all grew up together in Rome. There was Eddie Cheever, Andrea de Cesaris, Elio de Angelis, but they were older than me so it was Andrea who became my main rival. His family had big resources, the best equipment. We did not have this, and I won both my national championships in 1976 and '79 at the very

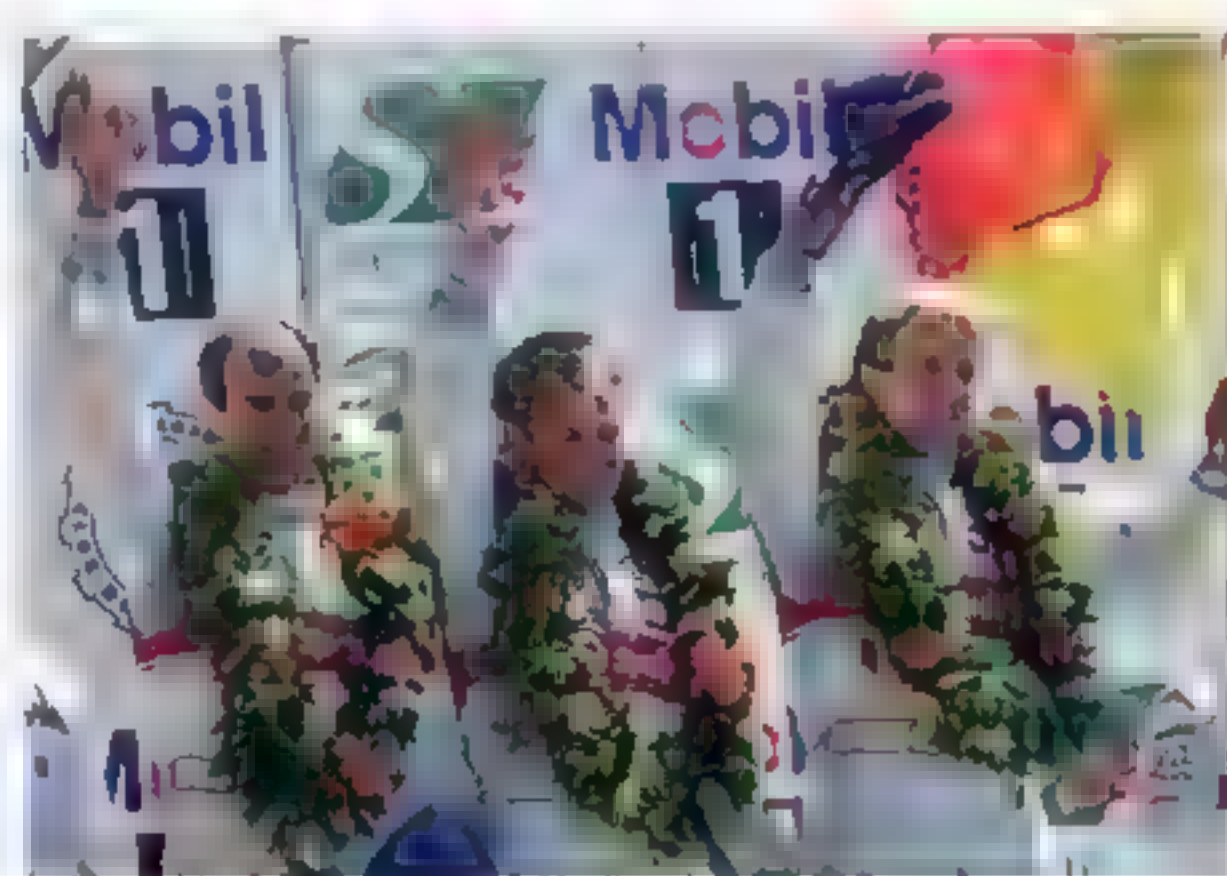
last race. This taught me never to give up, winning in the last laps of the last race.

There were always three races in one day. In the first one we collided at the first corner and I was out with a bent rear axle. So in the second one he started first, I started last, my dad and I fixing the kart at the last minute. Andrea was quick, the battle was on, and we won the next two races to take the championship. It was

incredible, like a fairy tale, the sweetest way to take my first title.

We were teenagers, there was no mercy on the track. We had this inner confidence of youth, but we stayed friends. It was a healthy rivalry. Later on racers get polluted by pressures, the camaraderie is not there. You can learn so much from a great rival, how to improve yourself, how to honestly address your weak points. When Andrea beat me it was easy to tell myself he had better equipment - but no, that must never be an excuse. Rather it was extra motivation for me to do better.

Later on the de Angelis family decided to support Elio all the way to Formula 1 so, despite his talent, Andrea never progressed to racing cars. This was sad for me because he could have been my friend and rival for many years when I started to race cars in 1980. Of course I had many other rivals, but in sports cars, in Le Mans, it's different because to win this is very much a team effort, not so much a rivalry."



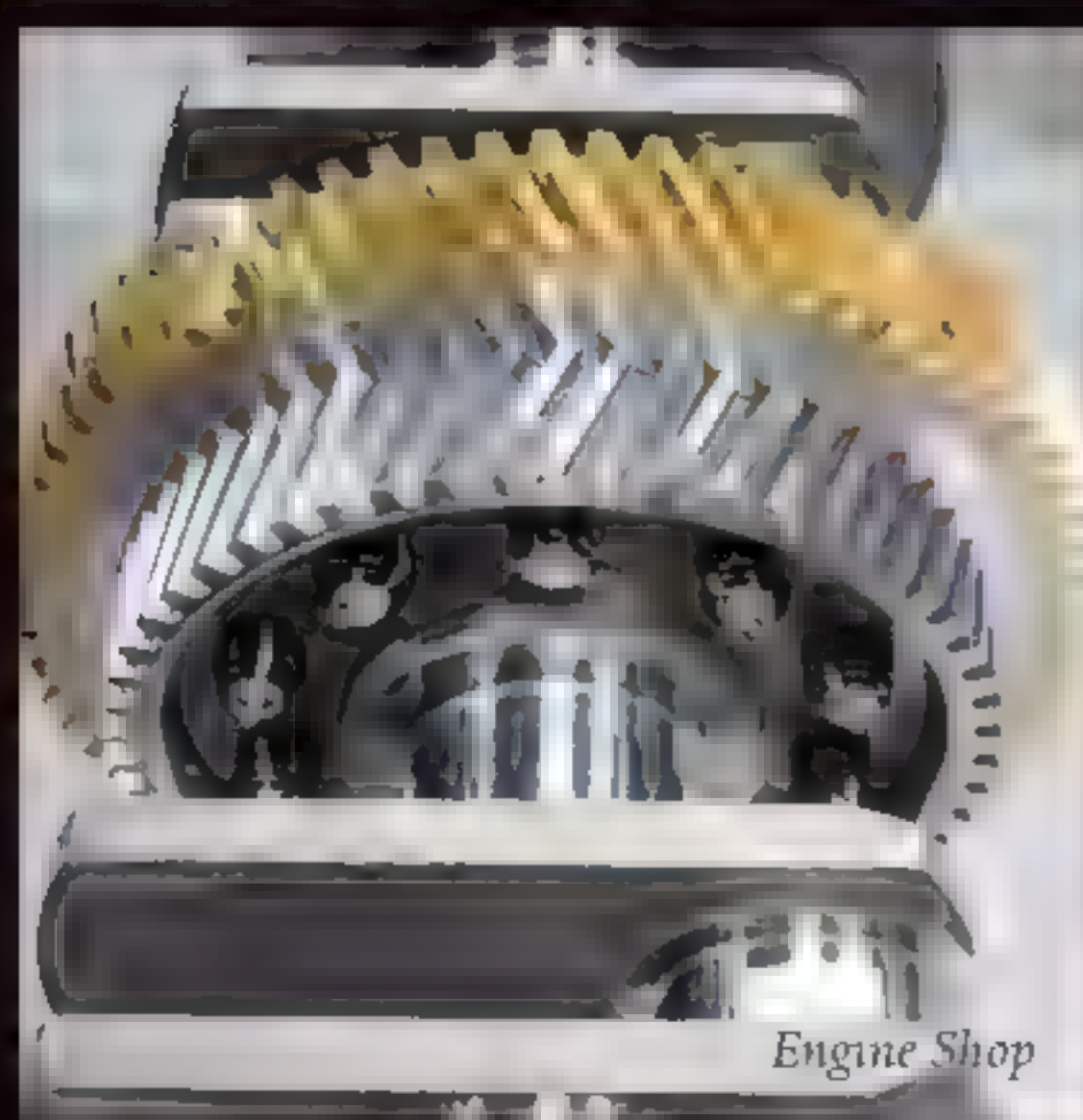
After honing his skills in karts Pirro, left, went on to win Le Mans five times between 2000-2007



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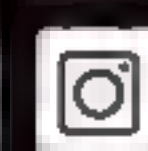
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The JSW Group



Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with pen, notebook and Canon Sure Shot camera. This month we're at the 1986 Austrian Grand Prix and spot a busy wife behind the scenes doing her bit for Jonathan Palmer

A STITCH IN TIME SAVES DRIVE. AN overdramatic paraphrase of an old saying, perhaps, but securing further sponsorship, no matter how small, could help oil the financial wheels of a struggling team at the height of any season four decades ago.

This picture from the Österreichring paddock in August 1986 shows Jonathan Palmer's wife sewing a sponsor's patch onto her husband's overalls on the day before practice began. There may have been only four more races to go after this one but, with Mexico and Australia on the schedule, money would have been getting tight, particularly at Zakspeed as the independent German team prepared for the 12th race of what had been a very difficult season.

A desperate search for better performance from the four-cylinder Zakspeed had seen a switch at this race from KKK to Garrett turbos. It was a fundamental change that brought neither an increase in power for the 861 car nor a more elevated grid position for either Palmer or his Dutch team-mate, Huub Rothengatter.

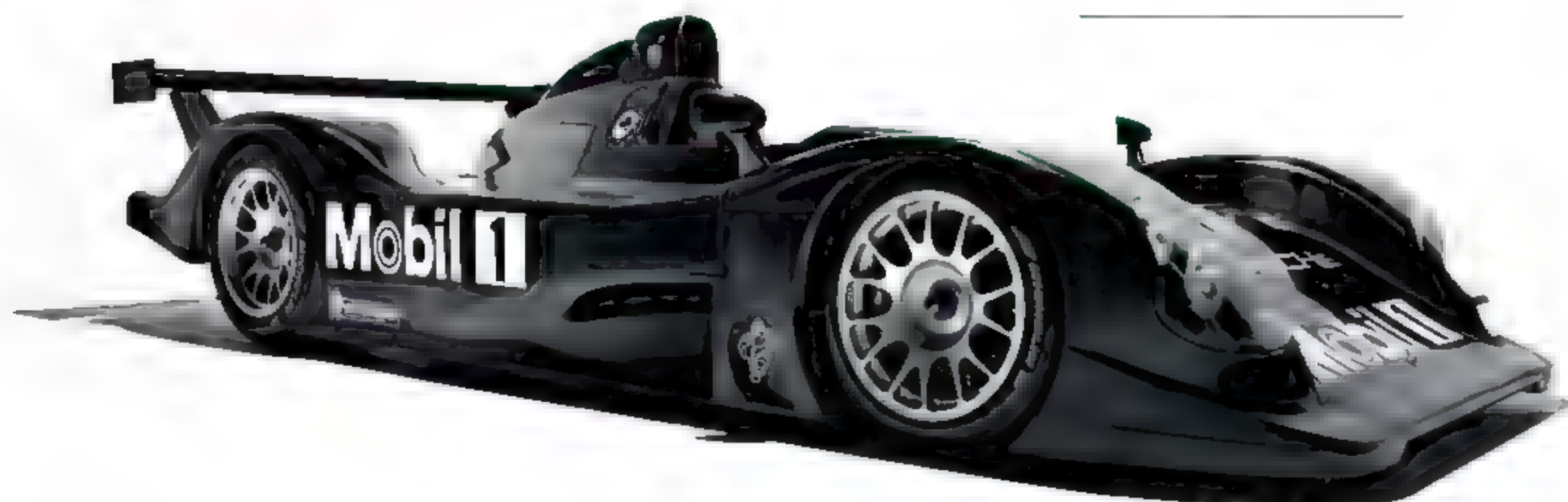
You wouldn't come across such a scene today. With a driver's onboard weight being crucial, embroidered badges are considered much too heavy. Wafer-thin logos are printed on overalls and suits are replaced as regularly as Lewis Hamilton and Max Verstappen edge each other off the road.

In the 1980s, a back-of-the-grid driver may, if he was lucky, have a couple of sets of overalls to see him through the season. It meant hard work for the wife/girlfriend/mother as decals were stitched onto the thickly layered flameproof material. In some cases, a personal sponsorship arrangement may have been for just one race, in which case the driver's partner had to be equally adept with a scalpel and scissors.

Rothengatter did manage to finish eighth in Austria, albeit four laps behind Alain Prost's winning McLaren-TAG. But Palmer's new backer didn't get much of a run for its money, the Englishman coming to a smoky halt with engine trouble after four laps. It was his seventh retirement in 1986. You could say less productive time was being spent working the wheel than the needle and thread.



LETTERS



I REFER TO THE VERY INTERESTING ARTICLE *BORN NOT TO RUN* (OCTOBER) AND IN particular to the story about the Porsche LMP2000 car.

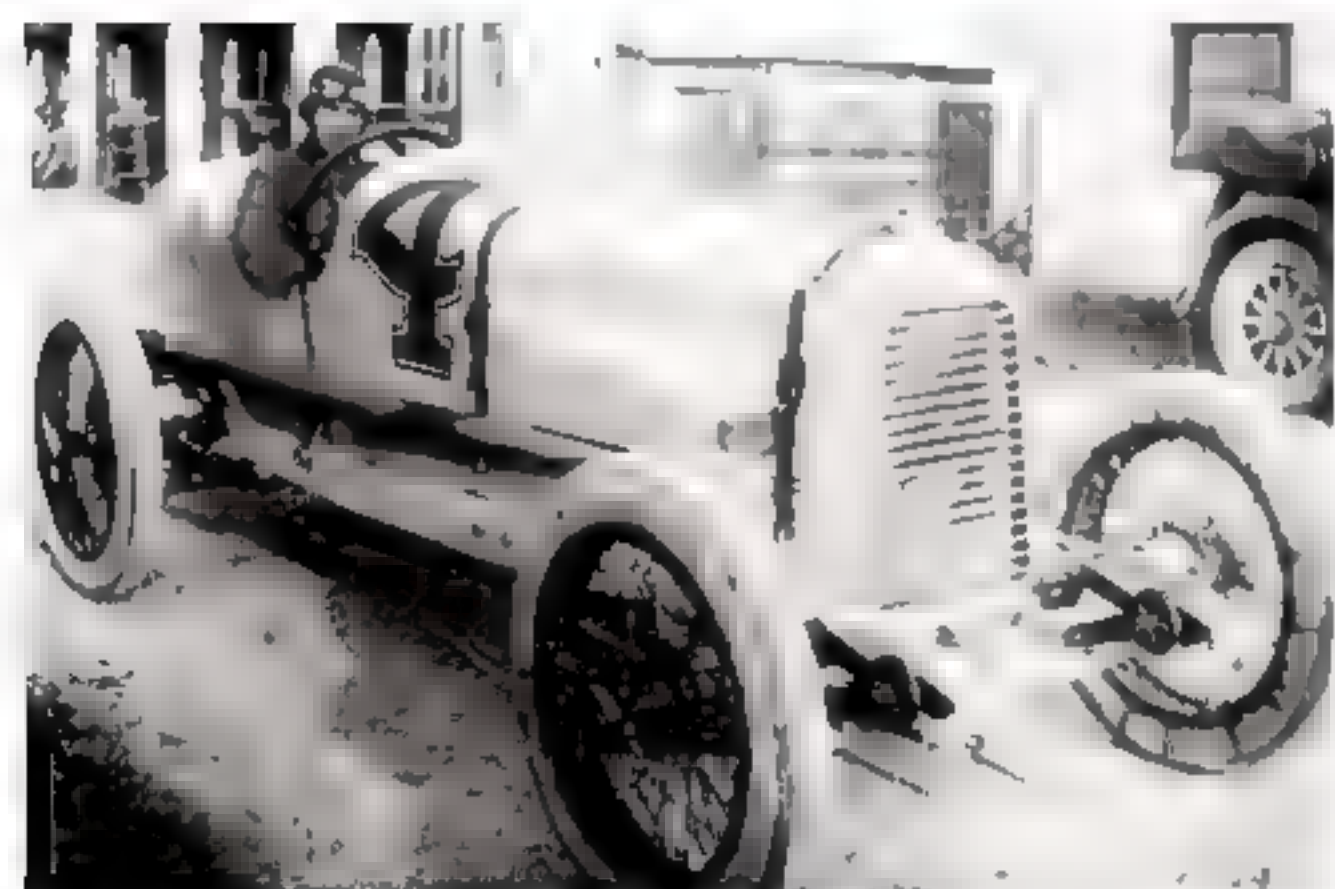
I drove to the 2002 Geneva International Motor Show with Bob Wolleck and Bernard Cahier. Bob had recently returned from Weissach where he had been testing a new prototype race car that “would easily win Le Mans, no question, but the project has been shelved in order to put all engineering resources into the development of the Cayenne SUV”. He was obviously referring to the LMP2000 but did not give the name.

This was confirmed in your article, but you also mentioned the focus on the new Carrera GT project. Bob didn’t mention that (assuming he knew) but he was really upset about the shelving, as not having won overall at Le Mans was emotional unfinished business for him.

I had the opportunity later at the Porsche Press Conference at the show to ask [Porsche CEO] Wendelin Wiedeking about this diversion of engineering resources from the race car project to the SUV development and was this not an important move away from Porsche’s core cultural values and racing DNA? His answer stressed the sporting nature of the new Cayenne and the new 911 Turbo being launched at the show. Bob said later that I asked the right question but did not get a real answer. He went on to race and win in the GT classes for Porsche, including Le Mans, but sadly we lost him before he had another chance at the overall win at the race that meant more to him than any other.

Speaking of Porsche’s development of the Carrera GT, I ran into Walter Röhrl at the Nürburgring Oldtimer Marathon four-hour race where we were both racing Porsche 356s. He had a black eye that he said was the result of a crash while testing Porsche’s new Carrera GT on the Nordschleife. He said the Carrera GT was “the only car that ever really scared me”.

DENNIS THALMANN, BY EMAIL



Packard’s 1916 ‘299’ was the first V12 built purely to go racing, and may have influenced Ferrari

I SHOULD LIKE TO ADD TO PAUL FEARNLEY’S V12 story in November [*The rise to power*]. In addition to the Liberty V12 aero engine, Packard built a race car to comply with the 1916-1920 US racing formula of 300 cu in (4.9

litres), a 60-degree V12. This ‘299’ engine was the first V12 designed for motor racing, the first to a capacity limit and the first with single ohc per bank with two valves per cylinder.

Initially two cars were built and raced with considerable success, lapping Indy at over 100mph in 1916 and breaking records from one hour (110mph) to six hours (102.8mph) at Sheepshead Bay, remarkable bearing in mind that the tyres lasted only 77 miles per change! These cars raced very successfully for the next three seasons, winning numerous races.

One of the two cars came to Europe and ran with some success in 1920/21 (on occasions in competition to a young Enzo Ferrari) before coming into the hands of Antonio Ascari’s Lombardy Alfa agency, where it was garaged for over a year. Enzo Ferrari worked for Ascari at the time and surely the young enthusiast

would have studied the car and especially the engine in detail and probably have taken it for a spin up the road. Certainly, he referred to it in his autobiography *Le Mie Gioie Terribili* as one influence on his desire to build a V12.

SIMON MOORE, FULHAM, LONDON

PAUL FEARNLEY’S ARTICLE ON V12s reminded me of two visits to see Parry-Thomas’s *Babs* at Owen Wyn Owen’s house near Capel Curig here in North Wales.

Through a mutual friend of Wyn Owen my father took me to see *Babs* a couple of months after its exhumation from Pendine beach, and again about two years later when this photograph was taken (*below right*).

On the first visit, Mr Wyn Owen asked me to take photographs of the tiny gearbox in the condition it was from Pendine – filled with sand and shells. Unfortunately I cannot find that negative!

JON JEFFREY, LLANDUDNO JUNCTION, CONWY

I READ WITH INTEREST THE COMMENT IN the September edition regarding the Tyrrell Shed [*The Editor*]. I spent many fun years building chassis in that shed – wonderful memories. A French F1 magazine took the photo (*shown, right*) back in the late ’70s with yours truly in the background working on chassis assembly as John Youngman talks to Ken Tyrrell. I can’t believe what we produced in there!

I left in the early 1980s to join Penske Racing and have been with Roger ever since. I often wondered if the building was still intact so stopped by the facility while in the UK for the 2019 Festival of Speed and took photos of that legendary place. I hope this has a happy ending and it goes to Brooklands, or perhaps Goodwood.

BERNIE KING, MICHIGAN, USA

BEING IN CANADA, I AM JUST ABLE TO read your comments about old racing buildings in the September issue. What a tragedy it would be to lose any of them, let alone the former base for Tyrrell Racing. Surely something can be done to champion the cause. Perhaps a committee can be set up to investigate and lead this to a happy ending? The key would be to acquire these structures and have them moved to a proper location. Perhaps Goodwood has some feasibility since



The most famous shed in racing? Ken Tyrrell outside the 'production centre' in Ockham, 1971. Bottom: Bernie King in the background

it is owned by the enthusiastic Duke of Richmond who might be willing to set aside the necessary land near the track, and where their proper eternity can now begin.

CLEM SIMMONS, BY EMAIL

MANY YEARS AGO I VISITED SOME remarkably unremarkable industrial buildings in Slough. These contained two of the very great racing car manufacturers/operators and some of the greatest racing cars of all time. I suspect that Messrs Willment, Wyer, Piech and Henry Ford II would not even twitch in their respective graves if whole squadrons of bulldozers reduced these examples of mid-20th century industrial architecture to rubble. Certainly Mr Ferrari wouldn't.

The occupiers? Ford Advanced Vehicles and JW Automotive. The cars? The Ford

GT40s including the Gulf cars and the Gulf Porsche 917s.

Preserve the cars, of course. But the buildings? We have a slight emotional interest in the buildings, being fortunate enough to have two of their creations, a GT40 and a Gulf 917. I met many of those who made history working there, but I'm afraid I would not lie in front of any bulldozer. As former poet laureate John Betjeman wrote, "Come, friendly bombs, and fall on Slough..."

MARK FINBURGH, EDGWARE, LONDON

THANK YOU FOR THE PIECE IN OCTOBER on sim race programmer David Kaemmer [*Kaemmer's smash hit*] - designer of *Indianapolis 500: The Simulation*. The man is long overdue some plaudits for much of modern sim racing (and for the seven-year-old me knowing about camber, stagger and cross-weight). Never underestimate the number of fans who have been drawn into the sport by the various racing and rally games over the past 30 years.

Of all sports, racing is probably best placed to gain fans through the virtual world; perhaps it's no surprise that such ingenious programmers are often racing enthusiasts.

It's not just contemporary series and pro developers either. Thanks to amateur modders much of the lost past has been virtually reborn in recent years (virtual Targa Florio, old Spa or Bremgarten, anyone?).



Hopefully it won't come to pass that the only permitted racing excitement will be 'virtual' but at least we can be sure it will be fun.

ANDREW BALL, SHEFFIELD

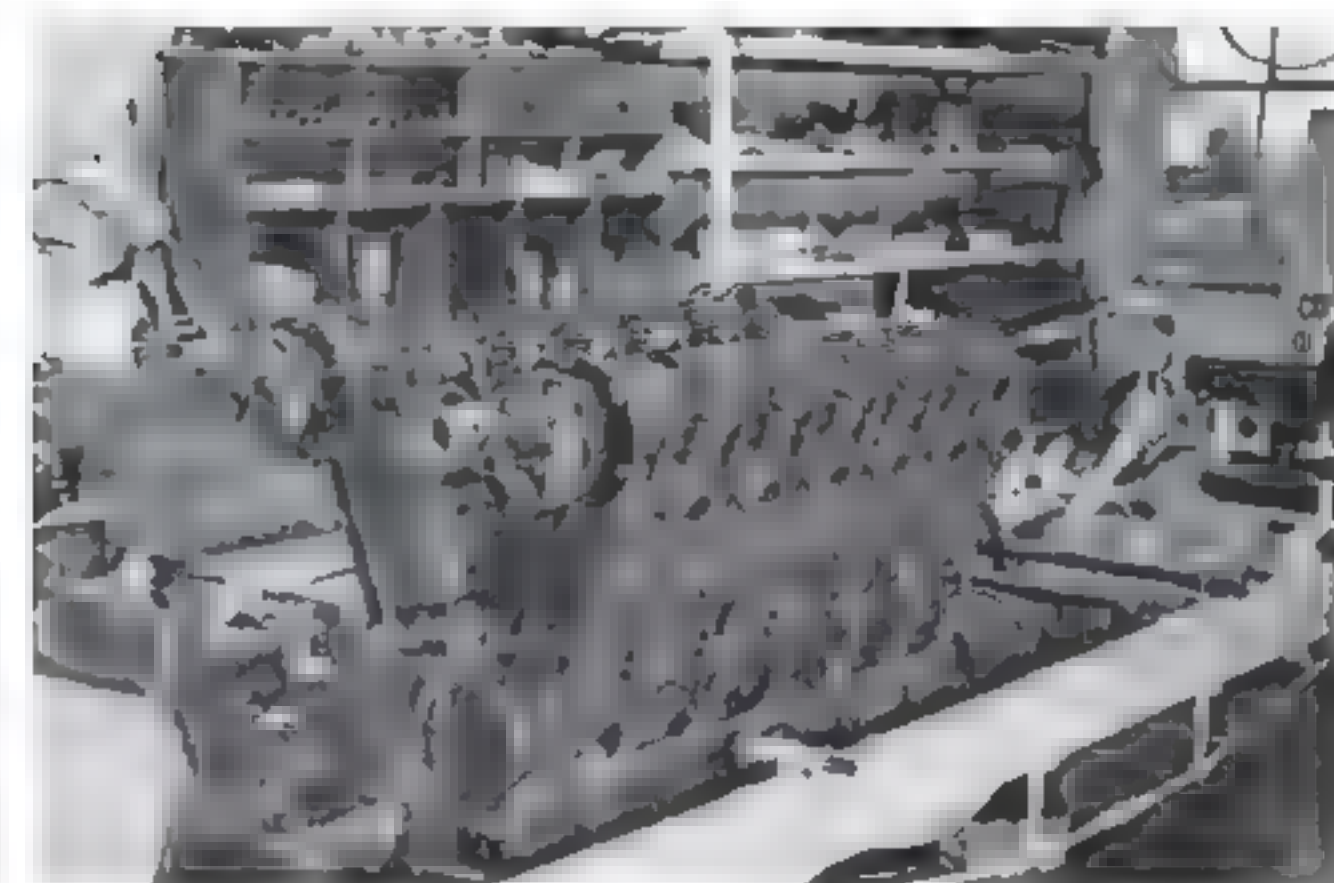
IN YOU WERE THERE IN NOVEMBER YOU show a picture (above) from the 1969 Oulton Park Gold Cup with Andrea de Adamich and Jackie Oliver. You ignored the third man in the photo, in a red T-shirt, the Swiss Formula 1 driver Silvio Moser. He is the one of this trio who is no longer with us, as he was killed in the Monza 1000Kms of 1974, driving Tonino Nicodemi's Lola T 294 when he suffered from a suspension breakage and crashed into an abandoned March that should not have been there.

Keep up a marvellous magazine!

DR SIEGFRIED C STRASSER, SALZBURG, AUSTRIA

CONTACT US

Write to *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail, editorial@motorsportmagazine.co.uk



Bare bones: the 12 cylinders of Babs' Packard Liberty engine during Wyn Thomas's restoration

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PRECISION

WINTER 2021



In this season's issue

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p.75 Omologato invokes Imola *p.77* Michel Herbelin sets sail with a new GMT

p.78 Classic Porsche parts for REC *p.80* Customise your timepiece with Justin Richardson

p.81 Our roundup of some of the most exciting new releases from the biggest brands



PRECISION

WINTER 2021

BREMONT

WHEN BROTHERS NICK AND GILES English sketched out their initial plan to launch Bremont in 2002, their mission was to help reinvigorate the British watch industry by assembling timepieces on home soil and making as many components as possible in the UK. And in October, after almost 20 years of hard graft, the pair proudly unveiled a watch powered by the first industrially produced mechanical movement to have been created in the UK since Smiths Industries shut down its mighty Anglo-Celtic Watch Company in 1980.

The new Bremont automatic, which features a big date display, offset seconds and a power reserve indicator, makes its first appearance in a limited edition model, the Longitude, that was unveiled at the Greenwich Observatory and contains brass taken from the meridian line. There will be 150 examples in steel and 75 each in white and red gold.

Getting production of the in-house movement underway represents the first major milestone for Bremont since the March opening of The Wing, its new manufacturing and technology facility. Situated on a two-acre site in the grounds of a private estate near Henley-on-Thames, the 35,000sq ft Wing is a state-of-the-art, eco-efficient 'manufacture'.

That means vast windows giving plenty of natural light, high-tech air filtration systems, an impressive reception area and space for everything from a boutique to a British watch-making museum and from offices to an events space (with all-important bar). It's enough to make the Swiss feel envious.

The £20m, grass-roofed, two-storey building took three and a half years to complete but is 'future-proofed' for decades to come with a fully-equipped CNC machine shop and assembly area with the capacity to produce up to 50,000 completed watches per year.

Local architect Spratley & Partners designed The Wing using virtual reality software, taking inspiration for the



Above: Longitude – purely British. Below, from left: the full collection in red gold, steel and white gold



biplane-like 'wing' shape from Bremont's particular focus on aviation and adventure.

The building, which houses 130 staff, is also open for public tours costing £25, with all proceeds going to the children's charity the Jon Egging Trust that was set up by the widow of Jon Egging, a Red Arrows pilot who died after his plane crashed during the 2011 Bournemouth Air Festival.

While launching The Wing, the brothers also announced a new collaboration with F1 team and technical partner Williams Racing that includes its watches being worn off-track by drivers George Russell and Nicholas Latifi. Bremont branding has also been added to their gloves and cars - but the deal, says Nick English, runs far deeper.

"It's as much a technical one as anything else," he says. "Williams is genuinely interested in what we are doing at our new facility and we can learn a great deal from having access to the team's engineering facility a few miles away in Wantage. To them, efficiency is key."

Bremont Longitude, limited edition, from £14,995. To book tours of The Wing, visit bremont.com

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When polar ice melts, it harms habitats as far away as Asia and Africa. In 2022, conservationist (and Christopher Ward Challenger) Tom Hicks will lead an expedition to the North Pole to measure ice melt rates for the David Shepherd Wildlife Foundation (DSWF). On his wrist will be the C60 Anthropocene GMT. Able to monitor two time zones at once, waterproof to 600m and with a sapphire dial that recalls polar ice, it can withstand whatever the Arctic throws at it. And with five percent from the sale of each watch going to DSWF, it's playing its own part in the fight against climate change.



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Ingeniously English.
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PRECISION

WINTER 2021

RICHARD MILLE

IT'S 3AM ON A SUNDAY AND I'M STANDING NEAR the Mulsanne turn, happily breathing in the smell of burnt rubber, hot oil and exhaust fumes as a Chevron B8 and a Ford GT40 nip at the heels of a Porsche 908 which, once it's back in a straight line, spits the two rivals out to the tune of a spine-tingling howl from its flat-eight engine as its tail lights fade rapidly into the distance. You've guessed this is the Le Mans 24 Hours, but what year - 1968, '69 maybe?

Of course not. This was 2018 and those old stagers, beautifully prepared and probably running better than when they were new, were being raced hard and fast at the Le Mans Classic, the (usually) biennial event that celebrates the glory days of motor racing before the advent of billion-dollar team budgets and electronic gadgetry. As most readers will know, the 2021 Classic slated for July was cancelled but will return next year, with a special edition happening in 2023 to honour the centenary of the first Le Mans race.

The most famous Le Mans watch is undoubtedly (and perhaps oddly) the Heuer Monaco, as worn by Steve McQueen in the film about the legendary event that featured him starring as fictitious race hero Michael Delaney. But Richard Mille is the brand you can't escape from at the Le Mans Classic, which Mille (the man) co-founded and agreed to sponsor back in 2002 - despite not having actually delivered his first commercial timepiece..

Almost two decades later and the brand is almost as much of a legend in horology circles as the GT40 and Porsche 917 are in the world of race cars, thanks to the ultra-tough, beautifully made watches that use high-tech materials such as carbon nanofibre in their construction. Richard Mille has remained the main sponsor of the Le Mans Classic throughout and, despite the lack of racing this year, the brand has launched a special edition watch to celebrate next year's 20th anniversary in the form of the RM 029, *pictured here*, the eighth in a series of Le Mans Classic specials.

Typically brimming with high-tech features, it has a baseplate and bridges made from titanium, a patented variable geometry rotor that automatically winds the watch at a rate conducive to the wearer's activity level, and a winding crown that can be moved to different positions along the lines of a car gear stick depending on whether the date or time is being set or the movement re-wound. But it's the 40x48mm case



The case is green and white Quartz TPT - which is hundreds of sheets of layered silica fibre

of the watch that really stands out. Made from green and white Quartz TPT (that's 'Thin Ply Technology') it consists of many gossamer sheets of silica fibres that are built up using a machine that automatically alters the weft of the material between layers to form an ultra-strong component.

The bezel sports the characteristic double Le Mans stripes made from separate pieces of white Quartz TPT that are inlaid into the green, with the three-part case being sandwiched together using a dozen titanium spline screws. The dial, meanwhile, provides a regular time display as well as a 'big date' function and a 24-hour readout on the separate subdial - with the traditional 4pm Le Mans start time highlighted in orange.

Richard Mille RM 029 Le Mans Classic, limited edition (150 examples), £150,000, richardmille.com



A LANGE & SÖHNE

ONE OF THE MOST COVETABLE WATCHES to appear this year was a beautifully nuanced chronograph with a white gold case and a pink gold dial with contrasting, dark brown subdials. The only downside was that it couldn't be bought - because this particular example of German maker A Lange and Söhne's exquisite 1815 chronograph was reserved for the winner of the 2021 Concorso d' Eleganza Villa d'Este, the automotive extravaganza held on the shore of Italy's Lake Como that many regard as the finest event of its type in Europe, and possibly the world.

Followers of the Concorso will know that the best-in show award - and therefore the Lange chronograph - this year went to American collector Brian Ross, whose superbly presented 1956 Ferrari 250 GT Tour de France attracted the highest number of votes from both the expert panel and the public.

The watch featured a hinged 'cuvette' or case back that was engraved with the title of the event, its coat of arms and both the current year and the year of its founding. Opening it revealed a secondary, sapphire crystal back through which could be seen an example of the superb hand-wound column wheel movements that

make the watches of A Lange and Söhne so special. Offering a flyback chronograph function, a precisely 'jumping' minute counter and 60 hours of power reserve, the mechanism comprises 306 individual parts and 34 jewels contained by plates and bridges made from untreated German silver - and every bit of the extensive decoration was executed purely by hand.

If you wanted this particular watch, above, you'd need a word with the owner of this particular Ferrari, below...





With a beautifully contrasted face and flyback chronograph, this special edition 1815 was a worthy prize

A Lange and Söhne - or 'Lange' as watch types like to call it - has backed the Concorso since 2012, making this year's edition the 10th time that it has presented a watch to the winner (back in 2013, fashion mogul Ralph Lauren walked off with the prize after his £31m 1938 Bugatti Type 57SC Atlantic took the top spot).

Although the brand has no historical automotive links, it came to be associated with the Concorso and other top-drawer car shows such as the UK's Concours of Elegance at Hampton Court and Germany's Schloss Dyck Classic Days due to its CEO, Wilhelm Schmid, being a lifelong car fanatic with a particular love for classics.

The son of a garage proprietor and the former head of sales and marketing for BMW South Africa, Schmid - who has held the reins at Lange since 2011 - is a 'car guy' through and through and counts among his stable of classics a 1954 Frazer Nash, an exquisite Bristol-engined AC Ace, a Lancia Flaminia GT 3C, an Aston Martin DB2/4 Mark III and a Series II Land Rover. Oh, and an MGB roadster that he's owned for 40 years.

But speaking to *Motor Sport* on the Concorso's opening day, Schmid was quick to point out that he had no intention of following the path of many other brands by taking Lange deeper into the car world as a sponsor of higher-profile events.

"I don't want A Lange and Söhne to be associated with cars specifically, only with concours events," he explained. "The thinking behind it is that concours cars and our watches have a unifying thread in that they are handmade, mechanical masterpieces with great history

"Back in 2013, fashion mogul Ralph Lauren took the Concorso prize thanks to his £31m 1938 Bugatti Type 57SC Atlantic"

behind them - I suppose you could say they are not just watches or cars, they are artworks, and people who appreciate one tend to appreciate the other. So backing The Concorso d'Eleganza and the Concours of Elegance is probably sufficient for us - the majority of our budget we spend on development."

It's a considered attitude that certainly seems to be working, since demand for Lange watches - around 6000 or which are produced each year - is currently at an all-time high. Pre-owned pieces, too, have soared in value, with examples of the Tourbillon Pour Le Mérite produced after the firm's post-reunification revival in 1994 now commanding £300,000-plus at auction against a 1990s price of £58,000.

But if you really hanker after an 1815 Chronograph on which the Concorso d'Eleganza prize was based, you can buy a 'regular' version in white gold for around £51,000. Not cheap, but probably a wise investment.

alange-soehne.com



WATCHMAKING ONCE AGAIN FINDS BRITISH SHORES

The Limited Edition Bremont Longitude is a groundbreaking timepiece that not only looks back at our country's legacy but also forward to an exciting future of British watchmaking. The watch's case back incorporates brass from the original "Flamsteed Line," in Greenwich, the very spot where the first Astronomer Royal made his celestial observations in pursuit of an aid to navigation.

It has long been the goal of Bremont to bring watch manufacturing back to Britain. The Longitude represents a milestone in that journey, a homecoming of sorts, and proof that, to get where you're going, you need to know where you came from.

BREMONT

CHRONOMETERS





PRECISION

AT THE RACE

Chopard's latest Mille Miglia is a striking grey and orange number, created in partnership with Bamford WD



CHOPARD

IF EVER YOU FIND YOURSELF ACCUSED OF SPENDING too much time messing about in old cars, point your complainant in the direction of Karl-Friedrich Scheufele - the co-president of watch and jewellery house Chopard recently revealed that he has taken part in the Mille Miglia every year since 1989, clocking up an impressive 32,000 miles in the process.

Scheufele, who owns a stable of classics that range from a Ferrari 750 Monza to a Mini Cooper and from a three-litre Bentley to a Porsche 911 2.7 RS, signed a deal in 1988 that made Chopard the main sponsor of the celebrated Italian rally, a role it has maintained ever since - thus establishing one of the longest-lasting partnerships between a watch brand and a car event in the history of motor sport (beaten only, we believe, by Rolex and its backing of the Daytona 24 Hours).

Along the way, Chopard has made a tradition of producing a new Mille Miglia watch every year, a special, numbered example of which is presented to every competing crew.

But this year the line-up of new Mille Miglia watches is greater than ever. Firstly there are the 44mm Race Edition chronographs with slate-grey dials that can be had with steel cases (an edition of just 1000) or in steel and gold (250 examples); the special Raticosa models that celebrate the Mille Miglia's famously challenging Raticosa pass (500 each with black or cream-coloured dials) and a third take on the theme that, unexpectedly, features Chopard teaming up with independent watch customiser George Bamford's Bamford Watch Department.

The partnership resulted from a dinner table conversation during which Bamford (son of JCB tycoon Lord Bamford) and Scheufele discovered their mutual passion not only for old cars, but also for the Mille Miglia - a discussion that evolved into a 'lockdown project' to design a Chopard watch combining the typical design codes of a Mille Miglia model with the type of tuning tweaks for which the Bamford WD has become famous.

The result is what you see here - a classic Mille Miglia chronograph with a decidedly modern twist.

Bamford says the dark grey, diamond-like-carbon (DLC) treated case was inspired by a Chopard watch worn by Ryan Reynolds in the Netflix movie *6 Underground*, a look that led on to the similarly toned dial and darker grey Cordura strap.

Once those understated basics were established, Bamford then turned to the screaming orange instrument needles typically used on classic Porsches, applying the colour to the chronograph hands, one of the subdials and the strap lining to not only liven things up considerably, but to also create a watch with a high degree of legibility that's genuinely practical to wear at the wheel of a car.

The general consensus is that it's an outright winner - the only drawback being that a mere 33 examples are to be made, one to represent each year of Chopard's involvement with the Mille Miglia. Why didn't they just make it a nice round *mille* (as the Italians call 1000)?

Chopard Mille Miglia Bamford Edition, £6950, chopard.com; bamfordwatchdepartment.com



The Mille Miglia Bamford Edition features diamond-like-carbon-coated stainless steel cases



PRECISION

WINTER 2021

MARLOE

THERE IS CERTAINLY NO SHORTAGE OF BRITISH watch brands offering home-grown designs right now, but few can match five-year-old Marloe in the value-for-money stakes.

If you've never heard of it, here's some background: launched on Kickstarter in January 2016 by marketing consultant Oliver Goffe and draughtsman Gordon Fraser, it delivered its first watches seven months later in the form of the two-hand Derwent (then £329) and the Lomond chronograph (£450). Both had hand-wound movements from China's Tianjin Seagull company and, as the months ticked by and sales grew from tens to hundreds to thousands, so the number of satisfied customers steadily increased.

Marketing man Goffe says he was moved to set up mechanical-only Marloe after seeing the high margins being achieved by other brands charging similar amounts for quartz-powered models - and because he remembers seeing his father winding his watch each morning before leaving for work. It was all to do with that tactile/mindful/slow-living thing that we're now hearing so much about...

These days, Marloe has upgraded its entire range to run with higher-quality mechanical movements from Japanese maker Miyota or Swiss manufacturers Sellita and ETA, but a mere £299 will still get you in, while you'll only pay £1200 for a range-topping special edition.

Originally based in Berkshire, Marloe moved its operation north of the border in January last year to Perth, where Fraser is based. Earlier this year, meanwhile, the brand announced an official partnership with the Campbell Family Heritage Trust that allows it to produce official watches inspired by father-and-son speed record holders Sir Malcolm and Donald Campbell.

We brought you news of the first of these through the *Precision* page of July's *Motor Sport* - and now Marloe has released a new limited edition that specifically marks this year's centenary of the birth of Donald Campbell, who died in 1967 at the young age of 45 after his boat, *Bluebird*

Marloe's latest special edition, right, celebrates Donald Campbell and his *Bluebird* hydroplane. His signature is on the case back, below. Bottom, from left: Pacifics 52, 55 and 76



K7, left Coniston Water and became airborne at a speed of almost 300mph.

The Centenary Edition watch features an understated white dial adorned with a line drawing of a bluebird, an embossed Marloe logo and a touch of gold-coloured detailing. A dished chapter ring surrounds the dial, with the two parts being separated by a moat of luminous material that glows blue in the dark. Turning the watch over reveals an exhibition caseback marked with a facsimile of Campbell's signature and surrounded by a retainer inscribed with the words: "Donald Campbell. Speed record breaker on land and water, official commemorative edition".

A vintage-look leather rally strap completes the picture, and the watch is priced at £399.

Marloe launches a new Pacific range of premium watches in November. Consisting of four designs inspired by various eras of the jet age, the series comprises the 52 (based on the de Havilland Comet), the 55 (for jet-setting business types), the 66 (blackened in the manner of a stealth aircraft) and the 76 (a tribute to Concorde). Each is priced at £1200.

marloewatchcompany.com



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PRECISION

WINTER 2021



HE MIGHT ONLY HAVE FOUNDED THE company six years ago, but it's fair to say that car-mad Shami Kalra's Omologato brand has consistently punched above its weight. Omologato majors on selling affordable, automotive watches and has succeeded in making itself known to a global audience of motor sport fans by securing ties with drivers, race teams and major international circuits.

And now, three years after being signed up to produce the official chronograph of Monza, Omologato has partnered with that other great Italian track, the Autodromo Enzo e Dino Ferrari Imola (better known as plain Imola) to create the distinctive Imola Acque Minerali chronograph pictured here.

Anyone familiar with the three-mile circuit - which unusually runs in an anti-clockwise direction - will know about the famously challenging Acque Minerali corner that has for years served as the scene of epic battles between F1 stars ranging from Didier Peroni and Gilles Villeneuve to Fernando Alonso and Michael Schumacher. Named after an underground spring that flows into the nearby Santerno river, its tricky apexes, 71-metre peak and 50-metre height difference make it decidedly daunting, with the exit incorporating a 15-metre elevation change that leads to Gresini Corner - a feature that invariably causes motorcycles to stand on their rear wheels.

Omologato has celebrated Acque Minerali in a chronograph that recreates the exact shape of the corner



OMOLOGATO

in a black, red and white motif that strikes through the dial from the five o'clock to 12 o'clock positions, with the main apex at nine. The 42mm stainless steel case has been treated with a soft-chrome finish and the gloss-black dial features a trio of chronograph counters and an inner, tachymeter scale for making speed and distance calculations. The caseback, meanwhile, is etched with the official Imola logo and the relevant edition number, with each watch being supplied on a black Cordura strap. As with all Omologato watches, the Acque Minerali will be a decidedly limited edition, with just 100 being made.

A tried and tested Japanese quartz movement from Miyota keeps the price down.

Omologato Imola Acque Minerali chronograph, £380, omologatowatches.com



JUSTIN RICHARDSON



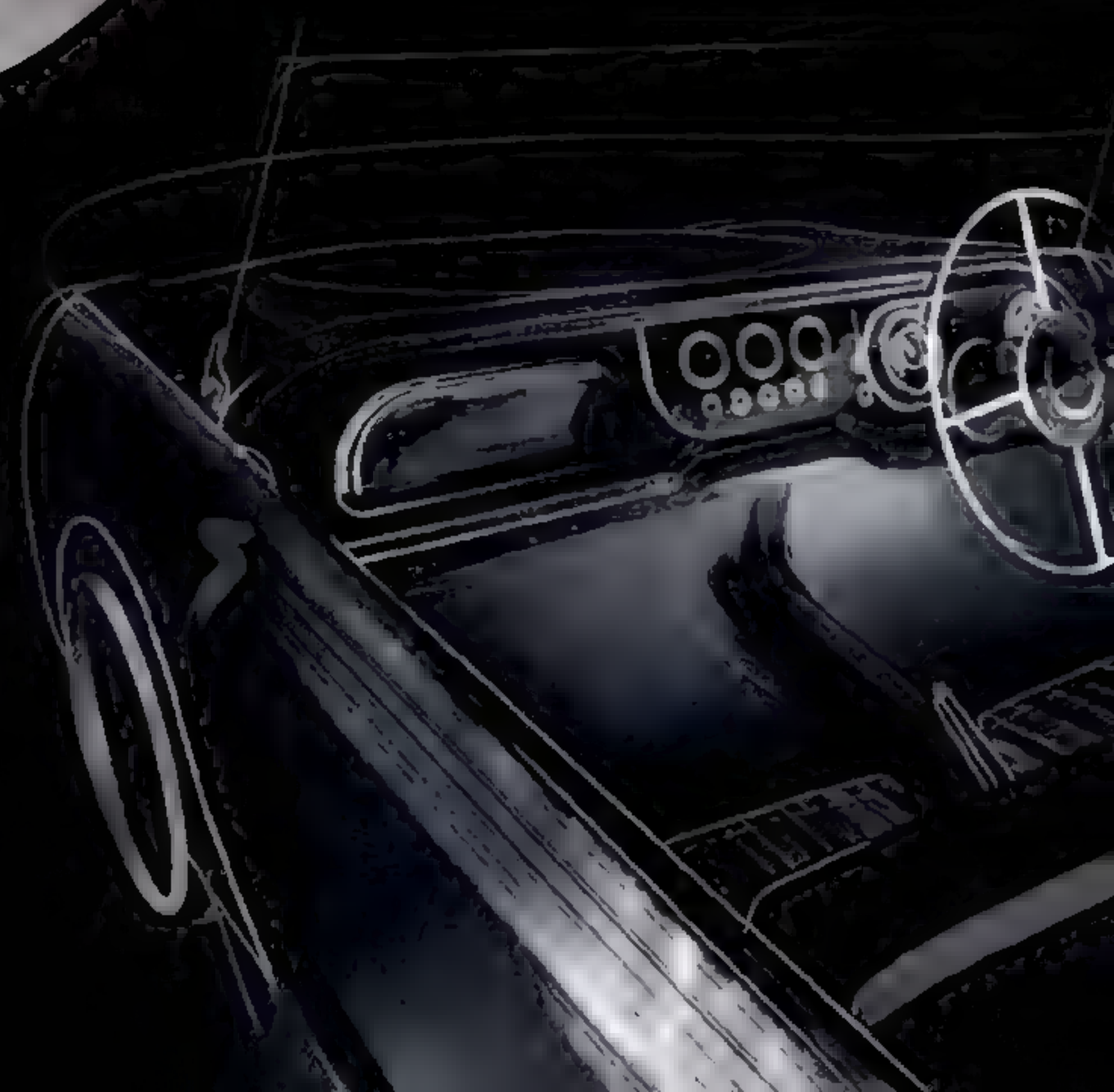
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PRECISION

WINTER 2021



Named after a cape near Saint-Tropez and intrinsically linked with sailing, the new GMT is a tempting twist on a classic design



Herbelin's son Jean-Claude (who was by then running the company - and does to this day) decided to commemorate Newport with a porthole-shaped watch that went on to become a much-loved model with the sailing community.

Even before that, however, Michel Herbelin had aligned itself with the sea through the creation of another model called the Cap Camarat that was named after the celebrated cape near Saint-Tropez, famed for its lighthouse that stands 130 metres above the water.

A revised, three-hand version of the Cap Camarat introduced in 2018 has allegedly gone down a storm (lighthouse pun not

intended), prompting the arrival of the all-new GMT model pictured here.

Fitting right in with the current trend for integrated bracelet watches, the Cap Camarat GMT features another porthole-style bezel secured by six top-loading screws, beneath which is a decidedly attractive nautical blue dial stamped with horizontal stripes.

The main feature of the watch, however, is its GMT function that enables it to display local time and home time simultaneously, the latter by means of a secondary, red-coloured hour hand that points to a 24-hour city scale printed around an inner rotating bezel. The usual 24 locations are marked, with the bezel being divided into silver and blue halves to denote night or day in the different hemispheres.

Sapphire crystals front and back combined with the hefty steel case and bracelet make for 100 metre water resistance, and a decent coating of lume on the hands and bevelled hour markers make the watch usefully legible after dark - although you'll need 20:20 vision to be able to read all of the timezone locations. They are a tad on the small side...

Michel Herbelin Cap Camarat GMT, limited edition (500 examples), £1260, michel-herbelin.com

MICHEL HERBELIN

IF YOU'RE AS MUCH A FAN OF BOATS AS CARS, THE name of French watchmaker Michel Herbelin might resonate. Founded by the man himself in 1947 as Impec (for 'impeccable'), it changed to Michel Herbelin in 1965 and has been going strong ever since - with more than 10 million watches made and sold to date.

Despite its land-locked location at Charquemont in the heart of the French Jura mountains, Michel Herbelin became inextricably linked with the sea in 1987 as a result of that year's America's Cup moving from Newport, Rhode Island - where it had been staged from for more than half a century - to Fremantle, Australia, following the defeat of the American yacht *Liberty* by *Australia II* four years earlier.



PRECISION

WINTER 2021

COPENHAGEN-BASED REC THIS YEAR MARKED its first decade in the watch business, during which time it has established itself at the forefront of an increasingly popular horological niche – that dedicated to making timepieces that incorporate bits and pieces salvaged from interesting old vehicles.

Founders Jonathan Kamstrup and Christian Mygh chose the name REC in order to emphasise the fact that their aim was to ‘recover, recycle and reclaim’ – that REC also alludes to the ‘wrecks’ that often inspire such activities is just happy coincidence.

Over the years, we have followed REC’s creations with interest in the *Precision* pages of *Motor Sport*, with the April ‘21 issue bringing news of models called Little Red and Green Hornet which contained bits salvaged from a pair of important Shelby Mustangs and, last year, highlighting the brand’s RNR collection with dials made from original metal taken from a pair of classic Land Rovers.

One of the REC models that has most impressed us, however, is the 901 RS that incorporates a dial made from metal taken from a 1973 Porsche 911 2.7 RS that originally belonged to German European and World GT champion Clemens Schickentanz, who subsequently passed the car on to rally driver Peter Rumpfkeil. During his three-year ownership, the car participated in several major rallies, including the 1976 and 1977 editions of the Monte Carlo and the 1976 Lombard RAC.

It was acquired by a Danish enthusiast, Jürgen Schultz, six years later – and he spent the next three decades restoring it, setting aside some unusable

components that were subsequently incorporated into the 901 RS watches.

Now, REC has revisited the 911 theme in a collaboration with Californian 993 backdate specialist Gunther Werks, which re-models examples of the last air-cooled 911 to make them as quick and fine handling as current production models.

The two REC watches born of the partnership are the 901 GW Exoskeleton and the 901 GW Chelsea. The former is the only Gunther Werks car to feature unpainted carbon fibre bodywork, while the latter was the first car GW delivered to a customer.

Both watch models have case centres made from repurposed carbon fibre preciously used in Gunther Werks projects, and both feature bezels in the shape of the cars’ headlamp surrounds, dials based on their dashboard instruments and case backs engraved with the trademark GW cross brace and mesh insert found on the cars’ ducktail spoilers. Even the straps are designed with the same characteristics as the cars’ upholstery.

Just 118 examples of the 901 GW Exoskeleton will be made, and 232 of the 901 GW Chelsea. Each watch is priced at £1558 – and there are also some 901 RS models left at £1466.

recwatches.com

REC

REC’s new range uses parts of Gunther Werks restored 911s. Below: Chelsea. Main: Exoskeleton



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PRECISION

WINTER 2021



ALTHOUGH THERE ARE MYRIAD WATCHES ON the market encompassing every imaginable combination of metals, colours, shapes, sizes and functions, there are few horophiles who have not considered the possibility of commissioning a piece made to their own specific requirements.

Perhaps the most renowned British exponent of the bespoke watchmaking craft is the Isle of Man's Roger Smith – but the fact that his creations command six-figure sums and require new clients to join a seven-year waiting list makes the prospect of owning an RW Smith more of a dream than a reality for most.

But more impatient types working with a smaller budget shouldn't despair, because award-winning jeweller Justin Richardson will happily create a personalised, handmade watch in silver or gold from as little as £1950, with everything from the initial design to the final assembly and finishing being carried out at his workshop in Canterbury, Kent.

Richardson opened his Sun Street Gallery back in 2004 with the aim of highlighting his own work as well as that of guest designers. The gallery has since gained a reputation as the go-to studio for unique items of jewellery made either from scratch or by re-imagining some existing, outdated pieces.

Watchmaking joined the remit around a decade ago, when Richardson decided to offer a range of custom-built models inspired by the type of dashboard instruments seen on British cars of the pre- and post-war eras.

The initial Octavo design featuring eight-sided cases was subsequently joined by the hexagonal Silver Six line and the cushion-cased Classic, a decidedly different driver's watch that's fitted with a perforated rally strap.

These silver-cased, entry-level models are powered by good quality, Swiss-made quartz movement, with the

higher-end gold, palladium and platinum-cased designs – which cost up to £29,250 – being powered by Swiss mechanical movements.

The star of the line-up is the pink gold Octavo chronograph, an eye-catching 42mm piece with a choice of dials in palladium silver or classic British Racing Green. Each has a glass exhibition case back giving a view of the robust Valjoux self-winding movement and a crown and push pieces set with a single, rose-cut diamond.

Richardson's approach to watch design is clearly influenced by his roots as an award-winning jeweller silversmith (he was made a Freeman of the Worshipful Company of Goldsmiths 20 years ago) and are the result of an interesting blend of modern technology and traditional goldsmithing craftsmanship.

The multilayered dials are laser engraved in silver then either enamelled or precious metal-plated, with Richardson offering the option of creating special versions with unique finishes that result in truly bespoke pieces.

Cases, meanwhile, are designed in 3D by the gallery's CAD specialist prior to the computer files being sent to an independent casting company that returns the raw product to Sun Street where the processes of filing and polishing are carried out prior to the watches being built up to completion. It's an example of British craftsmanship at its best.

justinrichardson.co.uk



Octagonal or classically round, Justin Richardson's watches can be tailored to individual taste

JUSTIN RICHARDSON



PRECISION

WINTER 2021

ROLEX

If you've given up hope of buying a new Rolex Submariner or Cosmograph in steel due to the waiting lists for both, take a look at the more easily attainable Explorer II, which is 50 this year. The model was originally aimed at cavers (believe it or not) on the basis that its rotating, 24-hour bezel and bright orange secondary hour hand enable the wearer to keep track of whether it is night or day underground. The latest features an improved movement and other technical upgrades but retains the classic look. Early versions, incidentally, became known as 'Steve McQueens' after the actor was erroneously said to have worn one. £6800, rolex.com

BRISTON

Briston has established itself as a popular name in motor sport, with emerging Australian-Irish racing driver Bart Horsten attracting its sponsorship as he makes his way in F3. Horsten wears a Clubmaster Traveller Worldtime. Powered by a Swiss automatic movement, it comes in steel or acetate tortoiseshell, *centre, right*, cases. Just 500 will be made. £1250, briston-watches.com

JAEGER-LECOULTRE

In 2006, Jaeger-LeCoultre marked the 75th anniversary of its signature Reverso with a haute-horlogerie version called the Triptyque that wowed watch fans by having three dials driven by the same movement. Now, to celebrate 90 years of the celebrated flip-case, the historic brand has unveiled the £1.14m Quadriptyque, *bottom, left*, the world's first watch to feature four functioning faces. The 11 complications include a perpetual calendar, minute repeater and three displays of lunar information that, says the maker, enable this micro mechanical marvel to predict events such as supermoons and eclipses. jaeger-lecoultre.com

TUDOR

Tudor's sensibly priced Black Bay watches have become best-sellers in the UK since 2014, with some versions commanding a premium above retail on the pre-owned market (the green Harrods edition now trades at £4000 against an original 2017 price of £2630). The Black Bay first appeared in chronograph form in 2017 and all-steel versions were previously available only with all-black dials, but this new variant brings a choice of black, *bottom, centre*, or opaline dials, each with contrasting chronograph counters. As ever with the Rolex sister brand you get a great quality, chronometer-certified movement, a choice of two straps (aged leather or Jacquard fabric) or a steel bracelet - plus a five-year, transferable guarantee. From £3660, tudorwatch.com

IWC

IWC continues its 15-year association with the US Navy Strike Fighter Tactics Instructor Course - better known as Top Gun - with two new watches in the Mojave Desert range, which is named after the location of the China Lake Naval Air Weapons Station. The desert theme has inspired a 46mm Big Pilot Top Gun three-hander at £13,600, *bottom, right*, and a £28,600 perpetual calendar model. Annual production will be limited to 250 pieces and 150 pieces respectively. iwc.com





DOXA

Opinions differ as to which brand really did launch the first 'professional' underwater watch, but Doxa claims to have been the first to make such a model available to the public with its 1967 Sub 300. After initial success, the firm gradually phased out its dive models which, by the 1990s, had disappeared. Now back, they have enjoyed a renaissance in the last three years, prompting the still privately owned brand to develop numerous variations. The latest is a 200-piece limited edition Sub 600T, the Pacific, *left*, the first Sub to feature a titanium case. Each gets an electric blue dial, bezel and strap with orange detail. £1820, doxawatches.com

FARER

Farer has enjoyed five years of growth since its founding in 2016 by former TJX Europe boss Paul Sweetenham and three partners. Designs are done in the UK with manufacturing by Swiss private label manufacturer Roventa-Henex. One of the latest models is the Segrave Monopusher, *centre, left*, which is named after multiple speed record holder Sir Henry Segrave who, in 1927, became the first person to exceed 200mph on land. The matte black dial gets a large, 30-minute white chronograph counter and touches of blue, orange and green on the hands. £1750, farer.com

BELL & ROSS

French brand Bell & Ross has produced many yellow-themed special editions since it began to back Renault F1 in 2015, but the team's 2020 rebranding as Alpine necessitated a new range of chronographs with touches in Alpine blue. One of the coolest is the steel, cushion-cased BRV3-94 A521 chronograph, *centre, middle*, which is available in a limited edition of 500. £3600, bellross.com



BULGARI

Watch designer Fabrizio Buonamasa Stigliani, who previously penned cars, has secured no fewer than seven thinness records for versions of Bulgari's eight-sided Octo Finissimo that launched in 2014 and has since become a signature of the brand. The latest is the Perpetual Calendar, *centre, right*, which carries a 408-part movement measuring only 2.75mm high inside a case that's 5.8mm thick, making it the world's thinnest perpetual calendar watch from Audemars Piguet's Ultra Thin. If Bulgari's effort is kept running continuously, it is claimed the calendar will remain accurate until the year 2100. We'll be checking... £47,000, bulgari.com



PATEK PHILIPPE

Patek fans went into a spin earlier this year when brand boss Thierry Stern announced its hottest model, the blue-dial Nautilus Reference 5711, would be axed. A lengthy waiting list for the steel, porthole-shaped sports watch (first penned by Gerald Genta in 1976) had set pre-owned values soaring, so mint examples were trading for more than twice the £25,690 RRP. But in April, Patek confirmed this new 5711, *left*, which is just like the old one, only with a green dial and a price tag of £26,870. Three other variants were launched, too: the Ref 5990/1R, a rose gold flyback chronograph travel time (£81,970); the diamond-set 5711/1300A (£72,860); and the 7118/1450R, a high jewellery Nautilus costing £282,340. patek.com



PRECISION

WINTER 2021



CHRISTOPHER WARD

One thing the Christopher Ward collection lacked was a sporty, all-round dress watch. Enter the C63 Sealander range. Models can be had in steel cases with automatic or GMT movements starting at £1150, but our favourite is the Elite version, *top, left*, which houses a chronometer-certified Sellita mechanism in a 40mm titanium case with a neat hidden crown. CW's first haute horlogerie watch is due in November, featuring a titanium case and skeleton movement with twin winding barrels - and at an impressively affordable price of less than £3500. christopherward.com

JUNGHANS

At its peak during the 1930s, Junghans produced a staggering *three million* clocks and watches per year. In contrast, the brand has just announced a decidedly limited edition model in the form of the Meister S Chronoscope Platin - a platinum rarity of just 12 examples. The most famous designer for Junghans, meanwhile, was Bauhaus artist Max Bill who penned his first model for the once-mighty German maker in 1961. The 60th anniversary of that is marked with 1060 Max Bill three-watch sets made up of a regulator, *top, centre*, an automatic three-hander and an ultra precise piece with half-second progression. £4060, junghans.de

BRM

Over a decade after producing his first art car for BMW (the 2010 M3 GT2) American artist Jeff Koons has created a run of eight M850i Gran Coupés, which will be unveiled at the Frieze art fair in Los Angeles next February - with a predicted price tag of £220,000 apiece. Along similar lines, BRM has launched a new Art Car collection of chronographs that pay tribute to the BMW race cars painted by some of the most celebrated pop artists of the 1970s and '80s. The R50 Art Car watches, *top, right*, feature movements designed to resemble engines and huge 50mm titanium cases. All of the coloured components of the 12 watches will be hand-lacquered, while the markings on the sapphire crystals are done by UV ink spraying. £20,322, brm-chronographes.com

LINDE WERDELIN

Danish-owned, Swiss-made and independent, Linde Werdelin produces unusual, well-executed watches in small editions and sells them direct online - a formula that has worked well throughout the 15 years since it was founded. The latest model is the Oktopus Nord, *left, centre*, a dive watch with a dial inspired by the freezing waters of the North Sea. A sandblasted titanium case and bezel based on the shape of a diving bell offers little weight and corrosion-resistance, while the two-layer dial is topped with stainless steel hands with ultramarine Luminova. £9600, lindewerdelin.com

SWISSKUBIK

A winding box is one of the best ways to maintain an automatic watch. Equipped with an electric motor that oscillates the watch regularly, keeping the mainspring wound and the mechanism running. The SwissKubik brand offers affordable models that run on alkaline batteries. Starting at £425, the 10cm cubes, *left*, can be endlessly locked together and are available in a myriad of colours and finishes, ranging from leather to carbon fibre. swisskubik.com



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Lewis's wins rated

It started at Circuit Gilles Villeneuve on June 10, 2007. Back then, Lewis Hamilton was a 22-year-old rookie with McLaren, taking part in his sixth Formula 1 race. His win in Canada was significant, making him the first black driver to win an F1 grand prix. As world titles arrived, his name would become as big as the sport itself and by 2021, it was only a matter of time before his 100th victory arrived. But which are his best? Over the next 24 pages, **Jake Williams-Smith** ranks each of those wins from 100 to 11 in ascending order of greatness, while our GP editor **Mark Hughes** picks his top 10 defining drives



100 Russia 2018

Is there such a thing as a 'worst win'? Well, if we had to pick one it would be this 2018 victory, which came courtesy of team orders rather than any innate genius from Hamilton. Mercedes had locked out the front row in Sochi but it was Valtteri Bottas who lined up on pole ahead of his team-mate. Hamilton got a poor getaway but with a co-operative Bottas handing him a tow, he fended off Vettel to secure P2 into Turn 2. Hamilton stuck with Bottas through the first stint to keep the pressure on but couldn't get in range for an overtake until Mercedes told Bottas to make way for his team-mate to secure the victory. "It is definitely a win on my list that I am least proud of," said a downbeat Hamilton afterwards. **Verdict:** Bottas moved aside for Hamilton to win.

99 Russia 2014

The first F1 Russian GP took place as the 2014 season reached its final stages. Hamilton had taken pole ahead of team-mate Rosberg. The German got a tow into Turn 2 and looked to seize the lead on the inside but flat-spotted under braking. Hamilton was through and there was no hope of catching him after that. **Verdict:** An easy win after Rosberg's lock-up.

98 Australia 2015

Hamilton started on pole but a safety car closed the field up. He led comfortably at the restart until his only pitstop on lap 25, relinquishing the lead to team-mate Rosberg, who then also pitted. Hamilton's win looked effortless: a dominant 1-2 for Mercedes. **Verdict:** As simple as they come.

97 Russia 2015

Rosberg started on pole with Hamilton alongside and had the better start of the two Mercedes drivers. The pair almost collided as the safety car was deployed out of T3. Rosberg led comfortably at the restart but couldn't shake his team-mate. He reported throttle issues as Hamilton applied the pressure. A mistake on lap seven opened the door for Hamilton, and he eased by. Rosberg's throttle sticking in the braking zones forced him out, dealing a death blow to his title aspirations. Hamilton was required only to put in a straightforward drive to take his ninth win of the season. **Verdict:** Rosberg's unreliability gifted the win.

96 Azerbaijan 2018

This was another victory that was down more to the misfortune of others than the quality of Hamilton. Vettel pipped him to pole and the Mercedes couldn't get close enough to the Ferrari through the first stint. Bottas ran a long first stint to take the lead until a safety car deployed. Vettel attacked into the first corner on the restart but locked up; Bottas' prospects looked good until a puncture struck. It promoted team-mate Hamilton into first and gave a victory that looked unlikely until the end. **Verdict:** A poor day for Lewis until Bottas' bad luck struck.

Brazil

This race will be remembered for Max Verstappen's drive more than Hamilton's victory. With the Ferraris on mediums and the Mercedes duo on softs, there was potential for the Scuderia to steal a tactical advantage if Vettel could clear pole-sitter Hamilton early on. But it was Verstappen who proved the main threat, rising from fifth on the grid to second by lap 10. Such was the race pace of the Red Bull, Mercedes was

forced to pit Hamilton to protect from a potential undercut. After his own stop, Verstappen roared up to the back of the Mercedes and claimed the lead on lap 40. It was short-lived joy for Red Bull though. Incredibly, Verstappen collided with the Force India of Esteban Ocon sending Verstappen spinning and let Hamilton take a lead he would ultimately hold on to. **Verdict:** Verstappen quickest on the day.

95



Win 72 for Lewis
Hamilton came in his
228th race – the 2018
Brazilian Grand Prix

94 Singapore 2014

Pole was decided by 0.007sec in Hamilton's favour under the Singapore lights but the drama wasn't finished in the Mercedes camp. Rosberg had a problem with his steering wheel, which couldn't be fixed, leaving Hamilton as the lone Mercedes. With no serious competition he led Vettel to an easy victory. **Verdict:** It was ultimately no contest after Rosberg's issues on the grid.

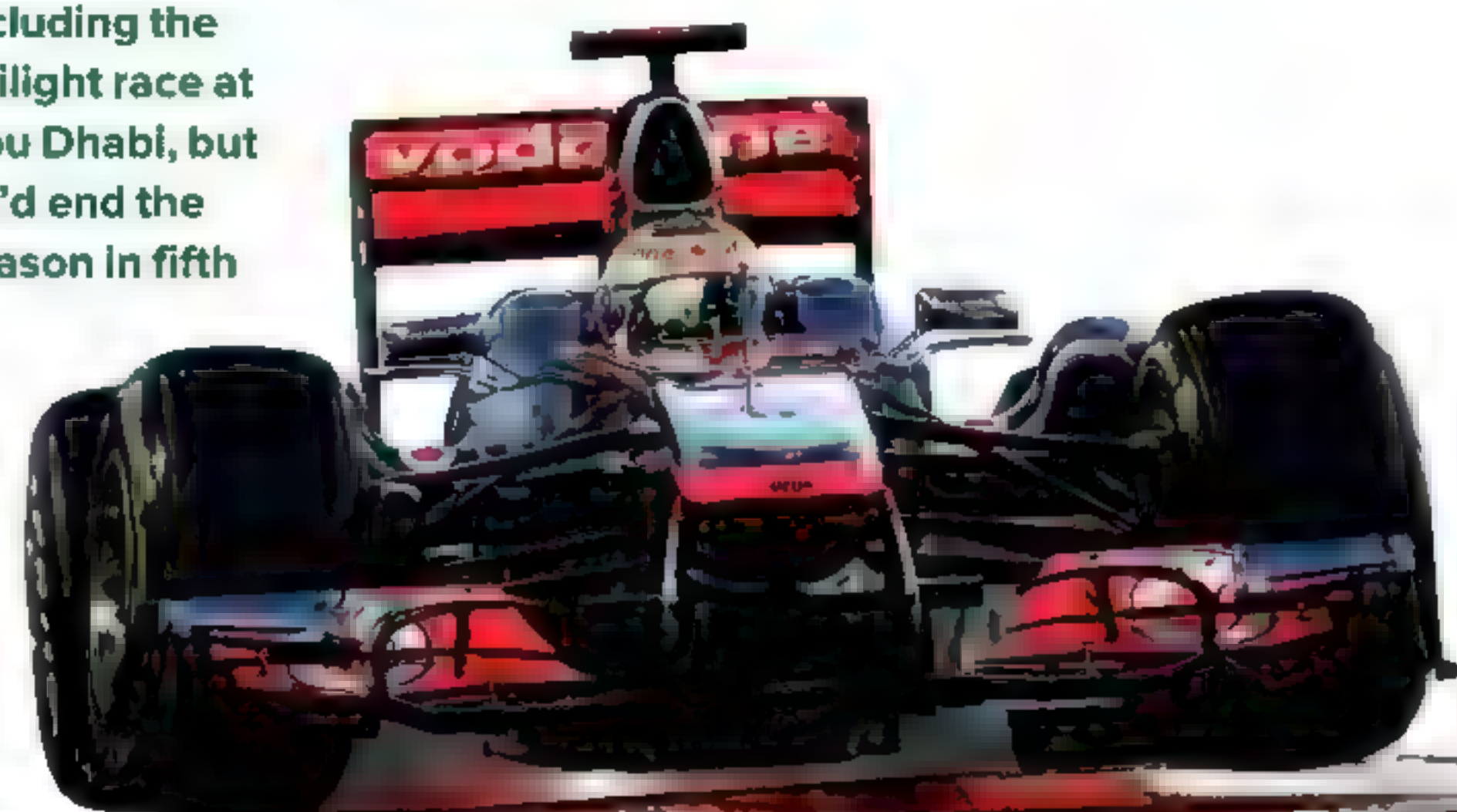
93 Abu Dhabi 2011

Vettel led from pole but his advantage lasted just two corners due to a puncture and Hamilton took the lead. In the latter stages Ferrari's Alonso closed the gap on the McLaren driver but it proved a fruitless attempt. **Verdict:** Vettel's puncture and spin at the start left Hamilton unchallenged at the front.

Hamilton had three wins in 2011, including the twilight race at Abu Dhabi, but he'd end the season in fifth

92 Emilia Romagna 2020

Mercedes' Bottas claimed pole and led on the opening lap, while Verstappen jumped Hamilton for second. A stop for Verstappen and Bottas on laps 18 and 19 put Hamilton into the lead. He was told to extend on the first stint. Then a virtual safety car was deployed just as Hamilton reached pit entry. It meant he retained the lead and rejoined with a gap of 10sec. An unspectacular 93rd GP win. **Verdict:** The VSC handed the win on a plate.





"Many, many congratulations to Lewis for this tremendous achievement of 100 grand prix victories, and for his good judgement both on and off the track."

SIR JACKIE STEWART

91 Mexico 2016

Rosberg had a healthy advantage in the championship over team-mate Hamilton, and the Brit had to keep his title hopes alive with victory. He took pole but on Turn 1 locked-up and skipped across Turn 2, retaining the lead in the process. He was first following pitstops and with the Red Bulls and Ferraris squabbling, led home a Mercedes 1-2. **Verdict:** Controversial start meant he retained the lead.

90 Styria 2020

F1 kicked off 2020 with a double-header at the Red Bull Ring. Hamilton's title defence faltered in round one as team-mate Bottas took victory, but he bounced back at the second race. From pole, he fended off Verstappen and Carlos Sainz and built a comfortable lead. He made his sole stop on lap 27, and following his team-mate's stop, Hamilton retook the lead and went on to take his 85th career win. **Verdict:** A dominant Mercedes 1-2, with Lewis easing to victory.

89 Abu Dhabi 2018

An all-Mercedes front-row was consolidated by Hamilton into a lead over Bottas, and an early safety car for the flipped Renault of Nico Hülkenberg made sure the Silver Arrows headed the field. A virtual safety car on lap eight for the broken-down Ferrari of Kimi Räikkönen allowed Hamilton to pit and feed back into fifth. From there, he was 9sec off the lead and not needing to visit the pits for the rest of the night. The last of the front-runners, Daniel Ricciardo, pitted on lap 34, handing the lead back to Hamilton and from there the Mercedes driver cruised to victory. **Verdict:** A simple win for Mercedes.

88 China 2017

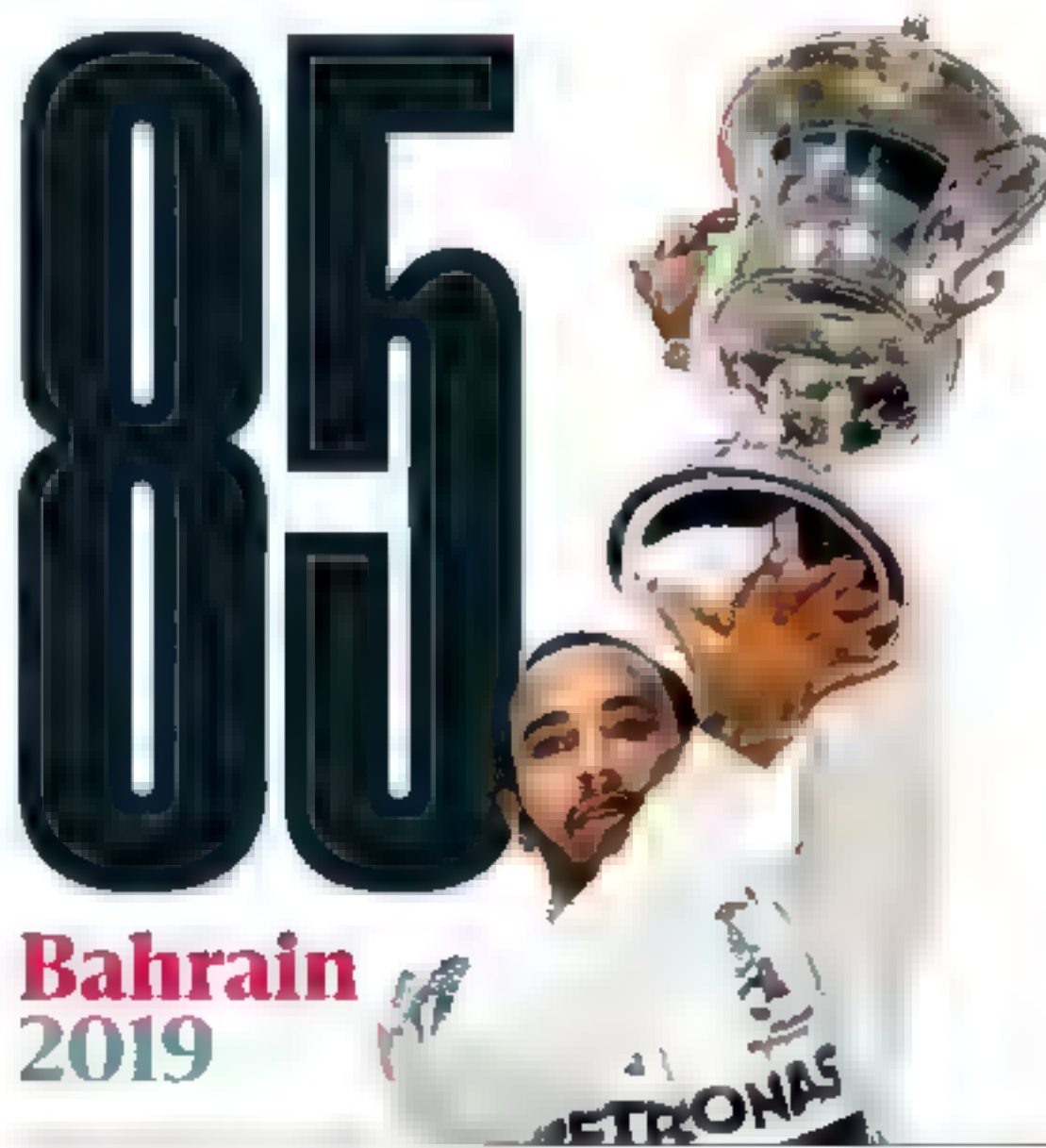
From the front of a damp track, Hamilton surged to an early lead until a crash for Antonio Giovinazzi brought out the safety car. The pause allowed Hamilton to swap to dry tyres without losing position. The safety car was withdrawn on lap 10 and Hamilton sprinted clear. **Verdict:** A nicely timed safety car worked to his advantage and no challenger emerged afterwards.

87 Bahrain 2020

The newly crowned seven-time world champion started from pole and had the lead over Verstappen when red flags were thrown for a frightening fireball crash for Romain Grosjean. After an 80-minute delay, the race was restarted from the grid. Hamilton matched his original start to keep first but there was more drama behind as Stroll was sent upside down by Daniil Kvyat, bringing out the safety car. Hamilton sprinted clear again; it was a fifth consecutive victory and his 11th of 2020. **Verdict:** Nobody got close and the Mercedes was comfortably quicker than anything else on track.

86 USA 2016

Hamilton had to win in Austin to keep his title hopes alive and got off to a good start as Rosberg battled Ricciardo behind. He had a healthy advantage following the first pitstops, while title rival Rosberg was in third. Verstappen's gearbox failure brought out the VSC, allowing Hamilton to pit from the lead having not made his second stop. His 50th F1 win was comfortable. **Verdict:** That VSC again...



Bahrain 2019

Ferrari proved its pre-season form was no fluke and took the front of the grid. Hamilton moved past Bottas to third. Following the first stops, Hamilton couldn't make gains on Leclerc and a second stop put him behind Vettel. Hamilton made his way round the outside as Vettel spun. Second looked to be the best Hamilton could get until an engine issue left Leclerc defenceless. A rare 'lucky' win for Lewis. **Verdict:** Hamilton pressured Vettel into a spin but Leclerc's failure giftwrapped the win.



84 Japan 2018

Rumours of rain meant Ferrari gambled on inters in qualifying, which proved to be a critical error as the dry tyres were the quicker option and Hamilton claimed pole while title rival Vettel was left ninth on the grid. Vettel was up to fourth by the end of the first lap but contact with Verstappen at Spoon Curve on lap eight sent him down the order. Hamilton remained out in front for the duration of the race, leading every lap to claim his ninth victory of 2018 and leave Vettel's title aspirations in the Suzuka gutter. **Verdict:** Ferrari's error and another Vettel spin meant Hamilton was in cruise control.

83 Canada 2015

It was a two-car show for the Three-Pointed Star in Montreal. Rosberg's strong launch off the line put Hamilton under pressure for the lead but the pole man held first. The Briton was comfortable in the opening laps as Rosberg pushed too hard and ran deep into the hairpin. Hamilton remained out in front after both had stopped and led all the way, finishing 2.2sec clear of Rosberg. **Verdict:** A straight fight between the Mercedes duo that ultimately fell flat.

82 Singapore 2009

While headlines centred on the 'Crashgate' scandal from '08, Hamilton was the one taking up the attention on Sunday. He secured pole ahead of Vettel and Rosberg and retained in the lead during the first stint of the race. Vettel kept close until a penalty for speeding in the pits took him out of contention. The championship contenders encountered their own problems, but Hamilton kept out of trouble. It was Hamilton's second win during a relatively barren season. **Verdict:** His closest challenger Vettel fell away to a penalty. ◊

81 Abu Dhabi 2014

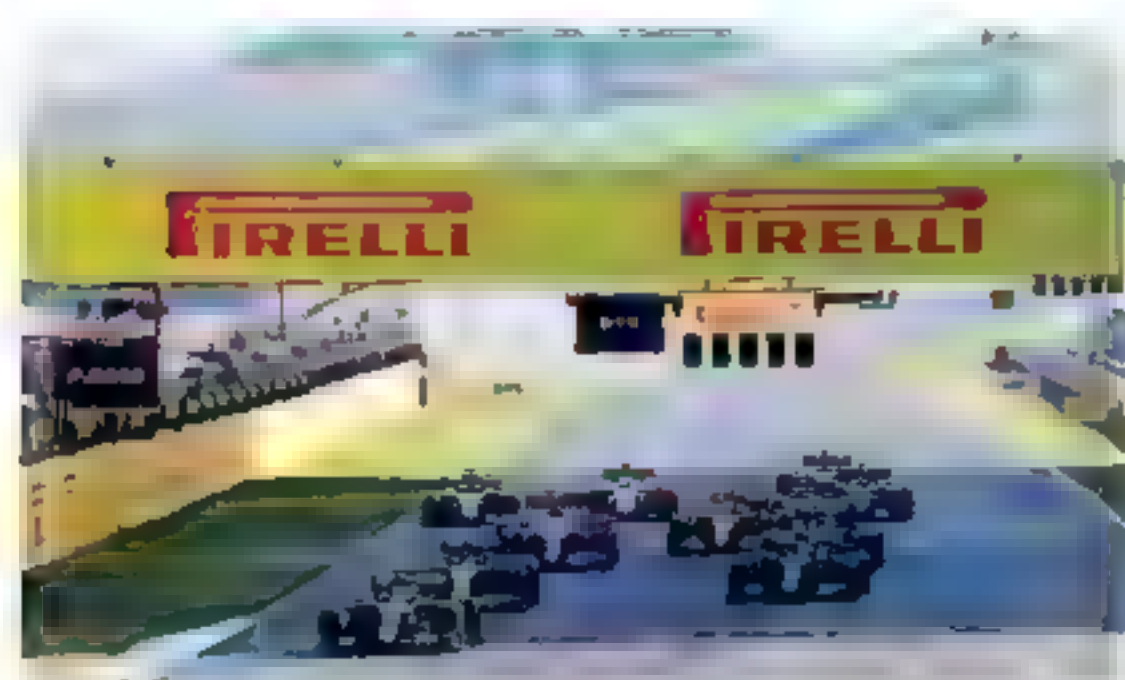
A first title with Mercedes went right down to the wire. Pole for Rosberg gave him the advantage but an ERS failure pushed him down the order. Yes, this was the win that gave Hamilton the title but it was an underwhelming end to the season. **Verdict:** The double-points pressure was on but Rosberg's ERS failure crippled the finale.

80 Spain 2019

The Mercedes duo were yet to finish outside the top two during the opening four rounds and the Spanish GP was to be no different. Bottas took pole but on the long run into Turn 1, Hamilton slipped down the inside to take first as the Finn defended from Vettel to hold on to second. With the lead secured, Hamilton just extended the gap, keeping his team-mate 8-10sec behind through the afternoon. He took fastest lap but was denied a grand slam by Bottas' pole the day before. **Verdict:** A race decided by Turn 1.

79 China 2019

A dominant Hamilton victory. He cleared pole man Bottas into the first corner and sprinted off into the distance. A third consecutive 1-2 for Mercedes showed how easy things were for the Constructors' champions. **Verdict:** A victory at F1's 1000th race that didn't live up to the billing.



78 Tuscany 2020

A crash at Turn 3 involving several drivers brought out a safety car and the restart resulted in another pile-up. On the second start Hamilton swept around the outside of his team-mate to take the lead. A crash for Stroll necessitated barrier repairs; a third grid launch was controlled by Hamilton to give victory to Mercedes. **Verdict:** A disjointed three-parter that was ultimately easy for Lewis.



"This is a remarkable achievement and he will probably win many more. It's not just the winning, it's how he goes about it. He has the benefit of wisdom, experience and great skill and we must not under-estimate what he has achieved regardless of whether he's had the best car and the best team."

JOHN WATSON

77 Belgium 2020

A fifth pole position in seven races set Hamilton up for a win at Spa. He defended the lead into La Source and through Eau Rouge, escaping the threat of a slipstream from behind. An early safety car following a Giovinazzi crash allowed most drivers to pit and retain position, Hamilton included. Racing resumed on lap 14 and like before, Hamilton escaped up the road without much of a challenge. By halfway, the gap to the leader was 3sec. As frontrunners nursed their tyres to avoid taking a second stop, Hamilton cruised to a win by 8.4sec. **Verdict:** No real threat to Hamilton but a dominant performance nonetheless.

76 Japan 2017

Hamilton led from pole; Vettel retired on lap four, a faulty sparkplug the culprit, leaving Hamilton to fight off Verstappen, who applied serious pressure. The Dutchman harried the leader as the pair lapped traffic until Alonso baulked the Red Bull, giving Hamilton the breathing room he needed for victory. **Verdict:** With Vettel gone, Hamilton took control of the title fight.

75 Canada 2019

Vettel led from the start but Hamilton kept touch and closed to within DRS range by lap 40. The pressure was ramped up on lap 48. A mistake sent the Ferrari across the grass and allowed Hamilton an opportunity. As Vettel rejoined, he squeezed Hamilton to the outside wall, earning him a 5sec time penalty and handing victory to his rival. The debate after the race was all about the penalty - not Hamilton's drive. **Verdict:** Controversial but the pressure told against Vettel.

74 Singapore 2017

For the first time in the race's history, it was wet in Singapore. From the start Vettel attempted to cover off team-mate Räikkönen, who had pinched Verstappen and all three retired before Turn 1. Hamilton missed the drama and emerged ahead. Hamilton then managed the race for a vital win. **Verdict:** A crucial result in the 2017 title fight in tough conditions.

73 Canada 2016

Pole went Hamilton's way but it was Vettel's Ferrari that launched into the lead. Vettel pitted under the VSC deployed to recover Button's McLaren, handing the lead to Hamilton - but the VSC was withdrawn just as he entered the pits. Vettel tried but failed to overcome the deficit and Hamilton was left out front. **Verdict:** Cute timing and a little luck.

72 Belgium 2015

With team-mate Rosberg on the front row, Hamilton aced the start from pole to lead while Nico tumbled to fifth. Despite Pérez shaping for a move, Hamilton held firm. Following the first round of stops, Hamilton led from his team-mate and Vettel. Rosberg closed up to Hamilton in the second stint while Vettel tried a one-stop run. The chasing Mercedes couldn't make an impression on Hamilton though, while Vettel's ambitious one-stopper looked a clever move until his right-rear tyre exploded on the Kemmel Straight. Hamilton secured his 39th F1 win by 2sec. **Verdict:** Strong pace left the rest floundering.

71 Japan 2015

Hamilton arrived with a 41-point lead but had to settle for second on the grid, with Rosberg claiming pole. With a squeeze on the exit of Turn 2, Hamilton seized the lead. He made his stop on lap 16 and led by 8sec from Vettel. A second stop went without issue and Hamilton took his eighth win of the season. **Verdict:** Tough but fair.

70 Britain 2017

Hamilton easily converted pole into the lead over Räikkönen from the start. A brief safety car for a collision between Toro Rosso team-mates Sainz and Kvyat closed the field up, but Hamilton launched into a comfortable lead at the restart. The gap he built up in the opening phase of the race proved to be enough to keep Vettel, Verstappen and Bottas at bay. Hamilton's victory moved him level with Jim Clark's British GP tally - a milestone more memorable than the race. **Verdict:** A historic win to equal Jim Clark.



69

China 2019

Hamilton's pole and Red Bull's splitting of the two Mercedes drivers played into the Briton's hands as he led the field from the off. The fast-starting Williams of Massa, the ever opportunistic Alonso and Nico Hülkenberg relegated Rosberg to seventh as the German struggled against a loss of telemetry. Massa's work was undone in the pitstops as the left rear tyre stuck. Rosberg's recovery continued with a DRS-assisted pass on Vettel before also dealing with Alonso. Hamilton's win was dominant but with his main rival stuck in traffic it was not one of his best. **Verdict:** Uncatchable out front.

68 Italy 2017

Torrential rain arrived on Saturday but that didn't dampen Hamilton's spirits as he claimed his record-breaking 69th pole. Race day was a one-man show. He held off Stroll and Ocon at the start before disappearing up the road. By the time Bottas and Vettel cleared the traffic, Hamilton had everything under control and a healthy lead. While there was plenty of drama behind him, Hamilton kept things simple out in front to head home a Mercedes 1-2 on Ferrari soil and take the lead of the Drivers' Championship for the first time in 2017 by three points over Vettel, rubbing salt in the tifosi wounds. **Verdict:** A dominant win on rival turf to take the lead of the Championship.



67 Spain 2018

Hamilton took an early lead from pole but Vettel split the Mercedes drivers at Turn 1. On lap 18, Ferrari pulled Vettel in for an early stop and switched to mediums. Hamilton was in for his stop on lap 26, dropping to second briefly behind a yet-to-pit Verstappen. A VSC on lap 42 gave Vettel the chance to jump onto a fresh set of mediums. Mercedes refused to stop again and Hamilton nursed his medium tyres to victory by some 20sec. **Verdict:** Stellar tyre management.

66 Hungary 2016

Hamilton drafted past poleman Rosberg at the start and then denied trying to back his team-mate up into the chasing Red Bull of Ricciardo. Hamilton claimed his fifth win of 2016. **Verdict:** Clever tactics or unsporting?

65 Malaysia 2014

The lead Mercedes duo built a gap over the Red Bulls but Ricciardo's race ended with a puncture on lap 49. Hamilton's lead was never threatened, winning by 17sec over Rosberg and taking fastest lap. It was the first Mercedes 1-2 of the hybrid era. **Verdict:** Set the tone for the V6 era.

64 Italy 2015

Following Vettel's Belgian tyre blowout, Pirelli had raised tyre pressures ahead of the Italian GP, with the top four cars checked pre-race. Anticipating sanctions for pressures too low on Hamilton's left rear, Mercedes requested he build a gap to offset a potential penalty. He obliged with a 25sec cushion. Hamilton kept the win following a post-race investigation. **Verdict:** Relentless pace paid off. 



"Lewis Hamilton's achievement is really incredible. As always with Hamilton there will be new records."

EMERSON
FITTIPALDI

63 Italy 2012

Hamilton pitted on lap 24 and briefly lost the lead to a yet-to-stop Pérez before gaining the place back. From then on, he was unchallenged, while Pérez, Alonso and Massa scrapped for the podium places. The victory moved Hamilton into second in the championship, 37 points behind Alonso and two clear of eventual winner Vettel. **Verdict:** An important victory.

62 Abu Dhabi 2016

Needing victory and Rosberg to finish fourth or lower to win the title, Hamilton drove a defensive race much to the annoyance of his team-mate. Hamilton held the lead from pole but didn't bolt from the pack. The leader was in on lap seven to kick off the pitstops, as Rosberg followed the next lap. Verstappen emerged in second and was a big obstacle to overcome. With his title on the line, a dive into Turn 11 got the job done for Rosberg but Hamilton was well clear. The gap shrank as Hamilton backed his team-mate into those behind. The Mercedes pitwall gave Hamilton the hurry up, but got a blunt reply. Hamilton's efforts were in vain as Rosberg followed him home in second to win the title. **Verdict:** A tactical display not liked by all.

61 Bahrain 2015

Hamilton initially cantered off into the distance. Rosberg engaged in a tight fight for second with Vettel, but Hamilton's longer stint allowed his pursuers into the picture and he rejoined less than 1sec in front - before escaping once more. **Verdict:** A risky strategy, but made to work.

60 USA 2015

Hamilton had to outscore Rosberg by two points to secure a third title but it wasn't going to be straightforward, storms making for an unpredictable afternoon. Several safety cars bunched the field and got Hamilton back in the game after falling out of touch with his team-mate. Then, on lap 48 Rosberg slid heading to Turn 15 allowing his team-mate to take the lead, the win - and the championship. **Verdict:** A masterclass in pressure.

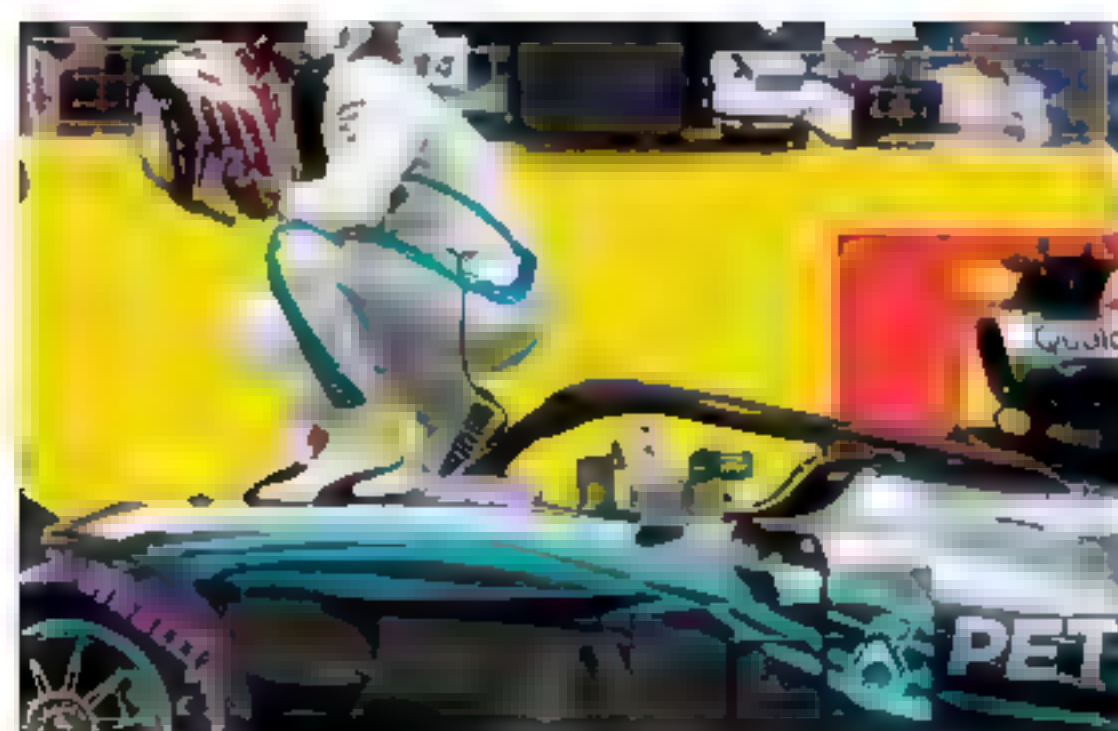
59

2010

Capitalising on a slow start for pole-sitter Webber, Hamilton claimed P1 and held off Robert Kubica along the Kemmel Straight despite a tow favouring the Pole. Drizzle fell, causing issues for several big names. Kubica lost second to Button after a wiggle up Eau Rouge but McLaren's joy was shortlived. On lap 16, Vettel T-boned Button after misjudging his braking for the final chicane, taking two of Hamilton's closest rivals out of the equation. Hamilton had a healthy lead but as the rain returned, he opted to stay out. A trip into the gravel at Rivage made the decision for him on lap 35 and Hamilton was in at the end of the lap for intermediates. With a few laps remaining, Alonso crashed, bringing out the safety car. Hamilton retained first at the restart to score his third win of 2010.

The conditions kept everyone guessing but Hamilton kept it relatively clean, one minor error not enough to take the win out of his grasp.





58 France 2018

This race has been derided by fans as being abysmally boring, but the French GP was governed by Hamilton while his closest rivals were out of contention by Turn 2. Hamilton won at a trot, finishing 7sec clear of Max Verstappen. It was a dominant win, but his closest challengers were wiped out of contention from the start. **Verdict:** Boring or not, it was a perfect display from Hamilton out front.

57 Singapore 2018

Following one of Hamilton and Formula 1's great pole laps, the Mercedes man led from the start. While the midfield was involved in drama, the leader had little to worry about until he caught backmarkers. Stuck behind Grosjean and Sirotkin, Verstappen briefly closed up, but after clearing the traffic it was normal service and Hamilton took a crucial victory on the way to the 2018 world title, extending his lead to 40 points. **Verdict:** Calm and collected in the Singapore heat.

56 Germany 2016

In front of his home crowd Rosberg took pole, leaving Hamilton with work to do. That job was made easier as Rosberg fell to fourth by Turn 1 and Hamilton took the lead. Verstappen was lunged by Rosberg with a move that forced the Dutchman off track. Rosberg received a 5sec penalty, while Hamilton ran away at the front. **Verdict:** Untroubled on rival's turf.

55 Britain 2014

Sixth on the grid meant a win looked a long shot, yet by lap 29 Rosberg slowed with gearbox trouble and Hamilton breezed into first, all but overturning the points advantage Rosberg had carried into the race. **Verdict:** Fortuitous win.

54 Russia 2021

A poor start dropped Hamilton to seventh; later, with Lando Norris leading some 13 seconds up the road, the target was clear. He got to within 1.5sec just as forecast rain arrived in the closing laps, throwing the race into chaos. Norris, on for a maiden win, elected to stay out while Hamilton pitted for intermediates. It proved to be the correct call as the rain intensified. On lap 51 of 53, Norris slipped off the road, handing the lead and a 100th F1 win to Hamilton. **Verdict:** Called the changing weather perfectly.

53 Abu Dhabi 2019

Hamilton had already secured his sixth world title at the US Grand Prix but signed off the season on a high with an 11th victory of the year. He held off Verstappen from pole as the Red Bull driver dived with the Ferraris early on. Leclerc and Vettel were the first of the frontrunners to pit but the latter suffered a slow stop, losing several seconds on lap 12. Hamilton wasn't in until lap 26 but such was his early pace that he maintained the lead despite the stop. He made it look like a simple drive to the finish after that point, with his closest challenger in Verstappen some way back. The gap was almost at 20sec at its peak. Hamilton crossed the line to cap off one of his strongest seasons in F1 with yet another victory and a sixth grand slam of his career. **Verdict:** There was no backing off after his championship success that year.

V is for victory at Abu Dhabi in 2019, in his 250th F1 race. He led every lap, started from pole and recorded fastest lap



"It's an extraordinary number of races to win. To get into Formula 1 is tough, and to win a grand prix is hard enough, but to win 100 races and seven championships is really quite extraordinary. He just keeps pumping out amazing drives in challenging conditions, as he did again in Russia."

MARTIN BRUNDLE

52 Britain 2015

Hamilton was in at the end of lap 43 for inters as team-mate Rosberg was bearing down, but his decision to stop came at the moment conditions switched away from slicks. It was too late for Rosberg to retaliate, and Hamilton scored a third British GP win. **Verdict:** Called it right... again.

51 Hungary 2018

The first stint was comfortably led by Hamilton. He made his stop on lap 25 while title rival Vettel opted to stay out. The Ferrari lasted until lap 40 and entered the pit with a 10sec lead. A slow stop cost him time and he rejoined third behind Bottas. It took until lap 65 for Vettel to make a move on the Finn, by which point Hamilton had gone. It put Hamilton 24 points clear. **Verdict:** Runaway success.



50 China 2008

A seventh pole of the year set Hamilton up for victory. He held firm and pulled away. After the final stops, Hamilton led Räikkönen by 13sec but the Finn made way for his title-contending Ferrari team-mate Massa to limit the damage of Hamilton's victory. **Verdict:** A crushing performance.

49 Russia 2019

Pole man Leclerc gave third-placed Vettel a tow into Turn 2, doing such a good job it allowed his team-mate to sweep into the lead. The Mercedes closed to undercut range, forcing Ferrari to shuffle its pit strategy and renege on a deal to allow Leclerc back past Vettel. Vettel would retire with an MGU-K issue and the VSC to recover one Ferrari sabotaged the other, giving Hamilton the chance to pit and retain the lead over Leclerc and put Bottas into second. **Verdict:** Ferrari overthought it, while Hamilton won it. ☺



48 Mexico 2019

Lap 24 and Mercedes set up a one-stop to the end, fitting hard-compound tyres as Vettel led. The German made his sole stop on lap 37, followed shortly after by Leclerc on his two-stopper, but the latter lost several seconds due to a sticky right-rear. With the Mercedes now ahead, Hamilton nursed his tyres to win by 1.8sec from a charging Vettel as Leclerc missed out. It was Hamilton's 10th win of the season.

Verdict: Never shy of a tyre gamble.

47 Canada 2017

Hamilton matched Senna's pole record of 65 the day before and was not going to be denied a win. Verstappen was up to P2 from fifth at the start, while Bottas ran third. Following a short safety car period, the lead Mercedes began to build a gap. The Red Bull challenge fell victim to reliability, leaving Hamilton unopposed for a sixth Canadian GP win. **Verdict:** Winning as records begin to fall.

46 Australia 2008

It was the first race back after the disappointment of losing the 2007 championship and Hamilton responded in the best way possible. Räikkönen made several errors before an engine issue forced him out while in front. Hamilton took his first of five 2008 wins. **Verdict:** Bouncing back in style.



44 Eifel 2020

Hamilton lined up on pole with 90 race victories to his name. Bottas made the better start and, despite a squeeze from Hamilton at Turn 1, stuck it out on the outside to steal the inside line at Turn 2 and hold on to first. It was a lead he held for just 12 more laps as Hamilton launched his counter attack to creep into DRS range and force a mistake from the leader. Braking for Turn 1 on lap 13, Bottas locked up and ran deep, opening the door for Hamilton to storm through. From that point on, only one Mercedes driver was likely to win. A late safety car restart was handled by Hamilton, and he crossed the line 11 laps later to claim win number 91 and equal Michael Schumacher's wins total. **Verdict:** Schumacher-equalling win.

At the 2020 Eifel GP, Hamilton equalled Michael Schumacher's tally of 91 wins

43 Hungary 2013

The trip to the Hungaroring would be Hamilton's Mercedes breakthrough. He narrowly edged out Vettel for pole and led at the start. Hamilton was in for his first stop on lap 10, briefly giving the lead to Vettel. The German would emerge behind the McLaren of Button and couldn't find a way through for several laps: an eventual passing attempt resulted in front wing damage. The 35°C temperature meant a three-stopper emerged as the fastest route and after the final stops, Hamilton led. **Verdict:** The revolution begins.

42 Hungary 2020

Pre-race rain had drivers creeping around the early laps. After a switch to dry tyres at the end of lap four, Hamilton escaped. He ended up 8.7sec clear of Verstappen and took his eighth Hungarian victory, matching the record set by Michael Schumacher for wins at a single GP venue. **Verdict:** At ease in tricky conditions.

41 Hungary 2007

The McLaren Hamilton/Alonso partnership boiled over in Hungary. Hamilton started first by virtue of Alonso being stripped of pole for blocking his 'team-mate' in qualifying. Räikkönen chased Hamilton but couldn't force an error. **Verdict:** Shook off team pressure like a leader.

France 2019

With the perfect launch from pole, Hamilton led the field, leaving Bottas to act as rear gunner from the likes of Leclerc and Verstappen. Such was the lead at the first round of stops, Hamilton was serviced after the rest of the frontrunners on lap 24 and still maintained the lead over the yet-to-stop Ferrari of Vettel while closest challenger Bottas was more than 10sec behind. For the rest of the afternoon, Hamilton continued to build the gap and crossed the line 18sec ahead of his team-mate. He was denied a grand slam by a soft-shod Vettel, who took the fastest lap on his way to fifth place. **Verdict:** Mercedes was once again unmatched in France. Only Vettel's late flyer prevented a grand slam.

40 USA 2017

Hamilton and Vettel went head-to-head from the front row and soon pulled clear. Vettel pitted on lap 16 to go for a two-stop, while Mercedes opted to run longer. The delay allowed Vettel to close right onto the gearbox of the Mercedes, but Hamilton kept cool. **Verdict:** Defence does the job.

39 China 2015

Hamilton covered off Rosberg from pole, and the strategic games commenced. Hamilton backed off during his second stint, causing Rosberg to fall into the clutches of the chasing Vettel. Rosberg complained and Mercedes asked Hamilton to speed up. He obliged, building up a 10sec lead as Rosberg's tyres wilted. With four laps to go, Verstappen was forced to retire on the pit straight, bringing out the safety car. The race ended under yellow flags, allowing Hamilton to cruise across the line. **Verdict:** Tactical driving showed how controlled things were.

38 Hungary 2012

Hamilton led from pole but a slow stop on lap 19 put his lead under threat. An even slower stop for Grosjean alleviated those fears and the McLaren driver kept his advantage. Räikkönen was unable to pass, giving the McLaren man a second win of 2012. **Verdict:** Staving off the Lotus threat.



"I am in awe of this amazing driver and the man himself. His total commitment, focus, intelligence, calmness and skill is beyond belief and comprehension from us mere mortals. He keeps raising his game to the challenges from other drivers, and the media, and is one of the cleanest racing drivers ever."

DEREK WARWICK

37 Austria 2016

Facing a big 24-point gap to Rosberg, Hamilton needed victory. A five-place grid penalty for Rosberg following a gearbox change made taking pole easier. Hamilton led until a tyre failure for Vettel brought out the safety car. The bunching of the pack meant he lost the lead to Rosberg, who'd stopped prior to the safety car. Hamilton was kept at arm's length until the final stops. Hamilton had fresher tyres and caught Rosberg before going for the lead around the outside of Turn 3. Rosberg turned in late and there was contact, breaking Rosberg's front wing. The German crawled to the finish as Hamilton breezed by. **Verdict:** Got his team-mate to crack under pressure but it was a messy final lap to win.

36 Portugal 2020

Win 92 moved Hamilton clear of Schumacher's mark. Drizzle led to chaotic early laps. Hamilton lost the lead to Bottas and second to Sainz into Turns 8 and 10. The McLaren driver took the lead before Bottas re-passed the Spaniard on lap six and was shortly followed through by Hamilton. By lap 20 he was within range and swept into the lead, lapping everyone up to fourth. **Verdict:** Recovered to make history.

35 Belgium 2017

Having equalled Schumacher's pole record of 68, Hamilton wasn't finished yet. A safety car allowed him to pit without losing the lead but Mercedes went for softs while Vettel was fitted with ultrasofts. At the restart Hamilton resisted Vettel's charge up Raidillon to retain the lead. It was an important win especially as the tyre advantage was with the Ferrari. **Verdict:** Immovable when out in front.

34 Britain 2019

Bottas lined up on pole ahead of Hamilton and the home favourite shadowed his team-mate. Both Mercedes were set for a two-stopper. Following the Finn's second stop, the team was expecting Hamilton to follow suit until he took control of his own race strategy and persevered on a one-stop. **Verdict:** Improvisational impresario.



33 Canada 2007

Hamilton quickly proved that Canada was to be a happy hunting ground, and in his sixth F1 race took his maiden victory. Despite four safety car periods, he controlled the race from the front having taken his first career pole. **Verdict:** Big breakthrough.

32 USA 2012

For the first time since Hamilton won at Indy in '07, F1 returned to the US and Hamilton showed he hadn't lost his touch on the other side of the pond. He couldn't prevent Vettel from taking pole but he wouldn't be denied victory and a Pirelli-branded Stetson. Following Hamilton and Vettel's pitstops, the McLaren hunted the Red Bull. Hamilton repeated an earlier T12 dive to take the lead from Vettel. From that point on, there was only one winner. **Verdict:** A great overtake on Vettel to win.

31 Italy 2014

Hamilton claimed pole but Rosberg led. By Turn 1, the Briton was fourth. Moving up, Hamilton passed Massa and chased Rosberg. It didn't take long for the pressure to tell; Rosberg locked up and slomed around the runoff boards to rejoin - behind Hamilton. **Verdict:** Pressure pays.

30 Britain 2016

Torrential rain meant the race started behind the safety car. Following errors from Vettel and Alonso, Hamilton and Verstappen had their own moments as the damp patches became precarious on slicks, allowing Rosberg to close back in. Engine issues for the German led Mercedes to break radio rules to get Rosberg to the end, and he was hit with a penalty dropping him to third. Hamilton had no such issues. **Verdict:** Played it straight at home.



HAMILTON'S 100 WINS

29 Spain 2021

A surprise two-stop left Max Verstappen helpless as Hamilton cut down a 22sec gap in 23 laps. Having passed a surprisingly stubborn Bottas in the other Mercedes, the gap began to shrink rapidly. With six laps remaining, Hamilton made the race-winning move on Verstappen. **Verdict:** Strategy played perfectly.

28 Portugal 2021

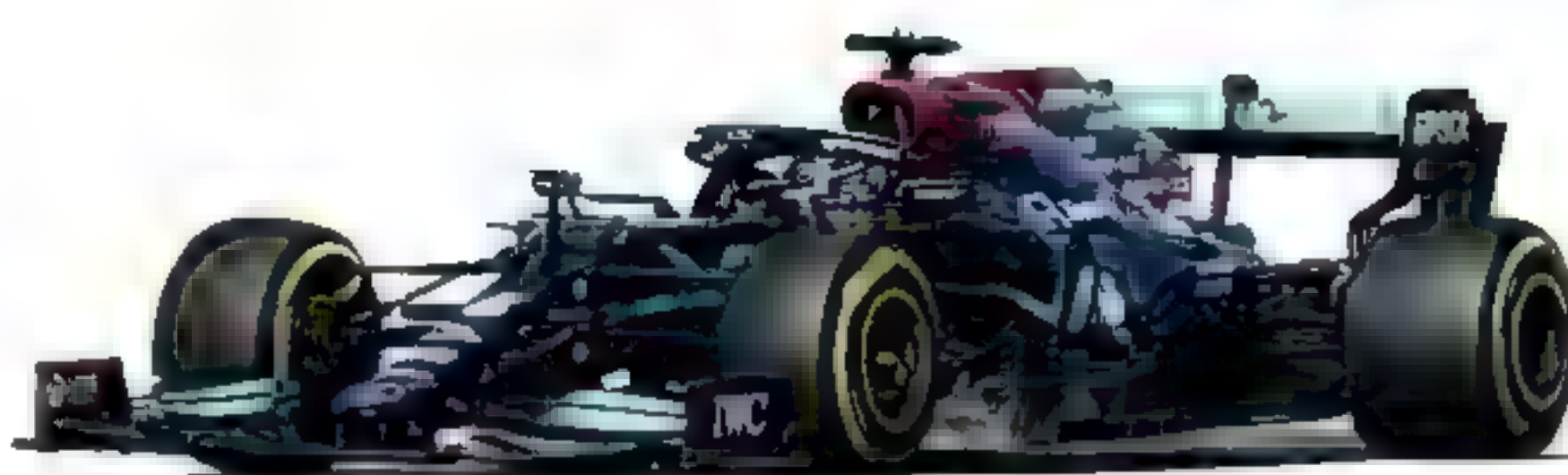
Bottas took his first pole of the season and took the lead while Hamilton was forced to defend from Verstappen for second. A safety car on lap two to clear debris on the pit straight handed the Red Bull the opportunity to dive around the outside of Hamilton into Turn 1 for P2 but his hard work was soon undone. A wobble into the final corner on lap 10 gave Hamilton the momentum to repay the favour and retake second. Hamilton clawed down the gap to the leader and was able to keep his tyre temperatures under control in the dirty air. With DRS, Hamilton charged around the outside of Bottas to take the lead. **Verdict:** Never became tyre-d out.

27 Spain 2014

It was clear by the Spanish GP that nobody could touch Mercedes in the dawn of the turbo hybrid era, yet we were given a bit of jeopardy. Hamilton led during the first stint, but the team gave both drivers a differing strategy. Hamilton was fitted with hard tyres to get to the end of the race while Rosberg had faster mediums. The German shadowed his team-mate and once he'd rejoined following the second stops, Rosberg gained. Hamilton switched to a more powerful engine mode against team instructions to keep Rosberg at bay. The feud begun. **Verdict:** Not always playing by the team rules.

26 USA 2014

A Mercedes 1-2 was headed by Rosberg to set the stage for a Texas two-step between team-mates. Rosberg retained first through the stops but Hamilton upped his pace. Rosberg selected the wrong engine mode to defend. Hamilton forced his team-mate to fall in line. **Verdict:** A crucial win.

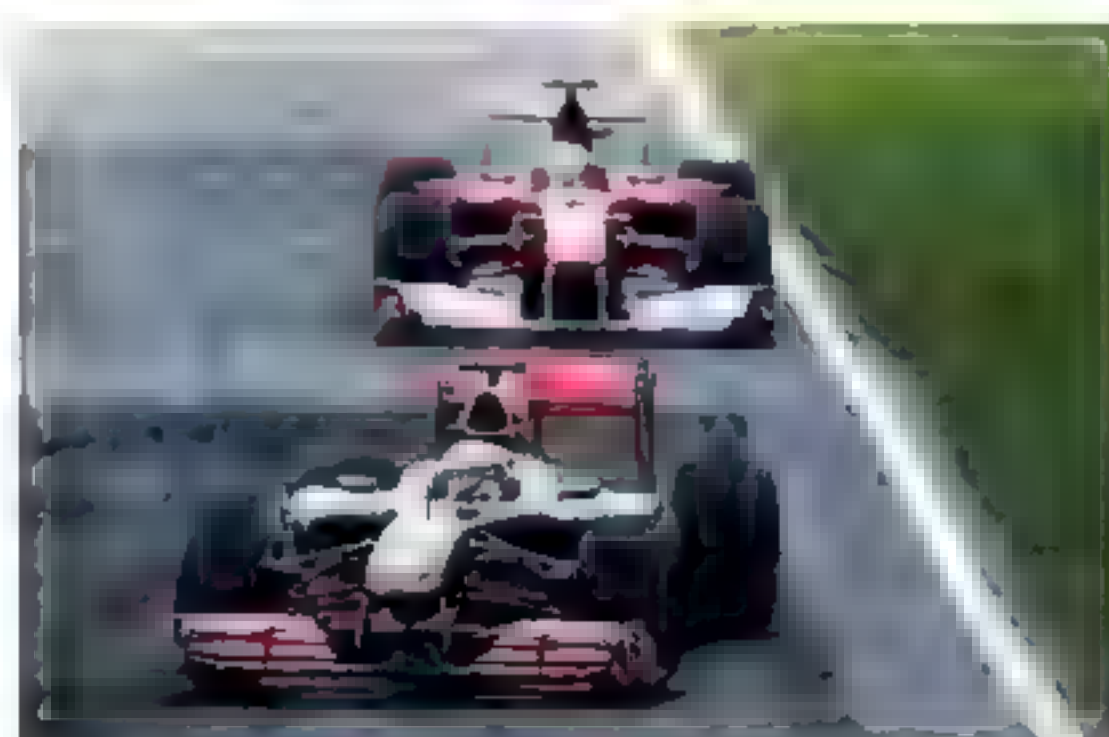


25 Britain 2021

Having lost the prime grid slot to Verstappen in the first ever Sprint Qualifying, Hamilton knew it was do-or-die on the first lap. The pair went wheel-to-wheel and Verstappen crashed out after contact. Hamilton was handed a 10sec penalty. Following his stop he emerged fourth but a series of fastest laps followed and Leclerc was caught. With three laps remaining, he shaped for a move down the inside. Leclerc gave room but a snap of oversteer opened the door for Hamilton. It was an eighth British GP win. **Verdict:** Controversial, but incredible comeback nonetheless.

24 Turkey 2010

The Red Bulls of Vettel and Webber collided, putting the German out and forcing Webber to pit. Both McLarens moved up front with Button now on the hunt. A dive into the hairpin gave Jenson the lead but a switchback out of the final corner for Hamilton allowed him to retake first. **Verdict:** A tight fight with Button.



23 Canada 2010

Hamilton made it two wins in a row. He qualified on pole and started on the softer compound to maintain his lead at the start. By lap seven his tyres were finished. A slightly faster stop for Ferrari got Alonso ahead as the pair rejoined. Vettel recorded a long first stint and emerged behind both. Hamilton closed on Alonso into the hairpin, and a great run down the back straight secured the lead. Battling past Webber on lap 50 gave Hamilton breathing room. Button caught Alonso napping to seize a McLaren 1-2. **Verdict:** Brilliant outmanoeuvring of Alonso.



"He has a genius for knowing how his talent works for him. That is an inner conviction that cannot be taught. It comes from somewhere else."

DAMON HILL

22 Monaco 2019

Pole for Hamilton, but it was not plain sailing despite the lack of overtaking opportunities. On lap 70 Verstappen was handed extra power to get a move done. Into the Nouvelle Chicane, a dive down the inside resulted in minor contact between the two but Hamilton held on for the win on tyres well past their best. He dedicated the win to the recently passed Niki Lauda. **Verdict:** An emotional Mercedes win.

21 Britain 2020

The 2020 British GP served up plenty of drama. Hamilton had dominated until the final laps. Bottas dropped out of second after a puncture having passed pit entry with three laps to go. He crawled back as Mercedes agonised over whether to pit race-leader Hamilton. Red Bull pulled Verstappen in for a precautionary stop, opening a gap for Hamilton to drop into and retain the lead, but Mercedes opted against playing safe and he continued onto the final lap. The choice looked precarious as Hamilton suffered his own puncture. He kept control of his Merc at well over 120mph to make it to the line to win from a charging Verstappen. **Verdict:** 150mph on three wheels. Brave.

20 USA 2007

A week after his first F1 win, he followed up with an even stronger display. McLaren team-mate Alonso was his main rival and following the first stops, Alonso was chasing hard. Hamilton held him off and despite Alonso getting first dibs in the second stops, the Briton stayed out front. Their rivalry was reaching boiling point. **Verdict:** Intra-team rivalry brewing.

19 Hungary 2019

Verstappen bolted leaving Bottas and Hamilton to scrap for second. With a run around the outside of Turn 3, Hamilton seized second and from then on it was Max v Lewis. A second stop for Hamilton caught Red Bull napping. Rapid laps helped Hamilton catch Verstappen on lap 67 of 70 before surging around the outside of Turn 1 to secure the victory. **Verdict:** Qualifying pace wins the race.

18 Canada 2012

Hamilton was in on lap 50 for his second stop but a slow right-rear delayed him, rejoining 13sec down on leader Alonso and behind Vettel. He closed on Vettel for second and passed with DRS on lap 62. He then set his sights on Alonso, and took the lead on fresher tyres on the back straight two laps later. It was a formidable performance against two of his closest rivals. **Verdict:** Unstoppable force when fired up.

17 Bahrain 2021

Winter testing revealed that Mercedes would have a fight on its hands, and Verstappen proved it. The Red Bull held Hamilton at bay and Mercedes pitted on lap 14. The undercut on Verstappen forced Red Bull to rethink its strategy and, on lap 18, Hamilton took the lead following Verstappen's stop. Hamilton was back in for hards on lap 29 and the Dutchman followed on lap 40. Verstappen brought down the 9sec gap. On lap 53, Verstappen went for an move around the outside but Hamilton's positioning meant the Red Bull exceeded track limits. He was forced to hand the place back and couldn't retake. **Verdict:** Expert defence against Verstappen.

16 Monaco 2008

Race day rain made this a game of survival. On lap six, second-placed Hamilton punctured a tyre after hitting the wall at Tabac but a safety car to recover Coulthard and Bourdais' cars brought him into contention. Hamilton's stop for dry tyres on lap 54 proved perfect timing and he leapfrogged his rivals in the pits as the clock ticked over the 2hr limit. **Verdict:** Street magic.

15 Germany 2008

F1 arrived at Hockenheim with Hamilton, Massa and Räikkönen equal on points. A crash for Timo Glock brought out the safety car. Most opted to pit but leader Hamilton stayed out, losing a heap of time. Hamilton rejoined in fifth after his stop, yet charged back to win. "Sorry we made that difficult for you," said Ron Dennis on the radio. "That's what you hired me for," was the response. **Verdict:** The race looked lost, but for his hard-charging genius.

14 Bahrain 2014

Mercedes was the class of the field and it set up a titanic duel between team-mates. In the latter stages and on the softer tyres, Rosberg applied pressure as the two Merces powered into the distance. He couldn't get Hamilton to crack though and the stage was set. **Verdict:** A gloves-off intra-team battle.

13 Germany 2011

Hamilton just missed out on pole to Webber but the duo would be locked in battle with Alonso through the race. In the second stops, Hamilton emerged ahead of Webber, despite a second undercut attempt, but Alonso's longer stint gave him the lead when he emerged from the pits. Hamilton went on the offensive and surged around the outside of the Spaniard at Turn 2. **Verdict:** A great pass on a great rival.

When three works better than two: a spare set of tyres at his final pit stop helped Hamilton lift the trophy in China in 2011

12 Turkey 2020

The freshly relaid Istanbul Park surface did not mix well with the rain and made for a treacherous race. Lance Stroll headed up the field from pole as Hamilton move from sixth into third, but a wide moment at Turn 9 allowed Vettel, Verstappen and Albon through. A spin for Verstappen showed how knife-edge conditions were. Stroll led the first stint but opted for fresh inters - a move many others followed, but not Hamilton. Albon's spin gave Hamilton third and soon the Mercedes driver was flying, finding grip on rapidly disintegrating intermediates. On lap 37, Hamilton had caught leader Pérez and slipstreamed his way by. He then somehow coaxed his inters to the end to win by 31.6sec despite tyres that were down to the canvas. It sealed his seventh world championship title. **Verdict:** A special drive to a special title.



11 China 2011

Vettel took his third consecutive pole as Hamilton lined up P3 with an extra set of tyres courtesy of a single run in Q3. That decision paid off. Pre-race, a fuel issue almost left him in the garage, but the team got him out just in time. A slow launch for the pole-sitter gave McLaren an early 1-2 as Button led Hamilton. Following the second stops, Hamilton dived past Button into Turn 1, but would be running behind the two-stopping Vettel. After his third stop, Hamilton put the tyres he'd saved to use. Having cut the gap, a bold move to the inside of Turn 7 caught the Red Bull by surprise and sealed the victory for the McLaren driver. **Verdict:** Tyre management, strategy and overtakes: perfect performance.



LEWIS'S



10

Spanish Grand Prix 2020

Hamilton reckoned this drive was as close to technical perfection as any he could recall. The tyre demands of the track on the day precluded a flat-out race. Instead, pace had to be judged against tyre deg and the strategic demands of the competition. In solving this puzzle, Hamilton put himself into a rare zone of personal performance.

The Mercedes was much the quickest car in qualifying but tended to use its front

tyres a little heavier than Max Verstappen's Red Bull which, during the team's race simulations in practice, had looked every bit as fast as Hamilton.

Although Hamilton won the start he was disappointed to see it was Verstappen in his mirrors and not the protective presence of team-mate Bottas, who'd qualified alongside Hamilton on the front row. It was too early to press on; the tyres needed to be eased into their stint, especially in these heavily fuelled early

T O P 1 0

From almost 300 Formula 1 starts spanning 15 seasons for the all-conquering British driver, **Mark Hughes** now leads us to the grandstand finish of our victory countdown


stages. So for the first 10 laps or so everyone just drove to whatever lap time was reckoned sustainable for that car. This deferred any would-be gunslinger duel between Hamilton and Verstappen.

It was on the 10th lap that Hamilton decided the time was right to make a break for it. He stepped up the pace by 1.5sec. Verstappen was left breathless. "That's when I thought, 'OK, that's it for the day,'" said Max, who was left behind by around 0.5sec per lap. From there, Hamilton

drove as if in a trance of heightened performance, perfectly judging the multidimensional juggle of pace, tyre usage and traffic to win by 24sec.

"We all try for perfection," he said afterwards, "but today for me I was ecstatic. I didn't even realise when it was the last lap. I was like a horse with blockers on... Weekend in, weekend out, we move on but I need to appreciate this moment because I don't know when I'll have another. I'll definitely have a glass of wine

tonight to celebrate. I can't quite pinpoint why, but it felt like I was in a clear zone, there was a clarity. I'm sure I've had it before, but I don't know even how to get into that zone, to get in that space.

"And I felt fantastic in the car, lap after lap. I was in the perfect zone, the zone I dream of being in. Even catching traffic I was gaining time rather than losing time. That never happens! I was very centred in my core. I am going to try to get there every day." 

German Grand Prix

A burst power steering seal in qualifying left Hamilton starting way back in 14th. But the circumstances of race day allowed him to weave his magic to the front for a great victory, made all the more poignant as his title rival Sebastian Vettel crashed his Ferrari out of the lead as Hamilton was bearing down on him.

On harder-compound tyres than those in the top 10 were obliged to use, Hamilton was able to do a long first stint, during which time he comfortably passed the midfield contenders to be within striking distance of the Ferrari/Red Bull/Bottas group ahead, though with Vettel looking set for a dominant performance at the front.

After everyone had made their first stops Hamilton was in fifth place but on the fast ultra-soft tyres with all those ahead of him on harder compounds. This was perfect for the conditions as light rain began to fall.



"I knew my time had come with the rain," said Hamilton afterwards. "The ultra was a much better tyre for the damp, much quicker to get heat into. So I could see how much quicker I was going than the others" (on lap 45 he was doing 1m 17.5sec as the Ferraris and Max Verstappen's Red Bull were in the mid-high 1m 19sec). Once Verstappen made a failed inters gamble, Hamilton was up to fourth and chasing down Bottas at 3sec per lap. In seven laps he'd halved the 23sec deficit to leader Vettel, his speed quite sensational regardless of the suitability of his tyres.

When Vettel crashed out on the slippery surface, putting Bottas into the lead, it created a safety car. Bottas and second-place Kimi Räikkönen each pitted for fresh rubber. Hamilton, having made a much later first stop, didn't need to and so vaulted into the lead. The new-tyred Bottas then engaged Hamilton in battle until being called off - leaving Hamilton to take a quite sensational victory.





Hungarian Grand Prix 2009

The initial 2009 McLaren was an absolute dog, the team having totally misjudged the best solution to the new aero restrictions. The switch to an outboard front wing halfway through the season (bringing it into line with what everyone else had done) transformed the MP4-24 into a respectable performer.

In Hungary Hamilton qualified it on the second row but armed with a more powerful KERS system than Red Bull, he was able to out-accelerate Sebastian Vettel ahead of him and fight out second place (behind Fernando Alonso's fuel-light Renault) with the other Red Bull of Mark Webber and Kimi Räikkönen's Ferrari. Emerging from the corner in third, ahead of Räikkönen, his competition was now Webber because Alonso had taken pole through a strategy-compromising light fuel load and his early stop would take him out of contention.

The McLaren shouldn't have been able to race on level terms with a Red Bull but Hamilton hung in for long enough to be able to use his KERS advantage (the Red Bull had only half-size batteries) to slipstream alongside on the fifth lap and going around Webber's outside. He then proceeded to pull out enough of a gap to retain the place after the first round of stops. From there, Hamilton was in control.



Spanish Grand Prix 2017

A perfectly timed safety car gave Mercedes and Hamilton the strategic opportunity to ambush Sebastian Vettel's Ferrari out of what had looked a nailed-on victory – but it took all of Hamilton's tenacity to make it work.

Hamilton had taken pole only because of a small error on Vettel's part, for the 2017 Ferrari was working superbly around this most aerodynamically demanding of tracks. After getting past Hamilton into the first turn, Vettel proceeded to show the Ferrari's form in the opening minutes with a devastating sequence of laps, the car all urgent direction changes with great rear stability. Vettel was

already 2.2sec in the lead at the end of the opening lap. From there he had control of the race, opening out the gap as required.

By lap 34 Vettel had a 7.7sec lead on the Mercedes. The first stops had been made in what the tyres demanded was a two-stop race, but it was still a little early to make the second stop. Then Stoffel Vandoorne collided with Felipe Massa's Williams, putting the McLaren in the Turn 1 gravel trap and triggering a VSC. This was agonising timing for Ferrari, a possible opportunity for Mercedes. If Ferrari brought Vettel in, Hamilton would stay out, pit later and maybe win the race through Vettel's tyres being too old towards the end. But if it left Vettel out, then Mercedes would bring Hamilton in, he'd get to make the time-cheap pitstop and Vettel's margin would be wiped out. Unless the VSC

remained in place long enough for Vettel to make a responding pitstop on the next lap.

Ferrari left Vettel out, Hamilton pitted, Ferrari pitted Vettel in response – but just as the VSC was rescinded, meaning they didn't get the cheap pitstop as the rest of the field was up to full speed. Hamilton and Vettel were neck and neck down to Turn 1 as the Ferrari exited the pitlane. Vettel kept the lead but now his second problem became apparent. He'd been obliged to fit medium-compound tyres for this final stint but Hamilton, having already used his mediums, was able to fit softs. These were expected to be faster for about 10 laps and Hamilton maximised that grip advantage. Vettel hung on, using backmarkers to get DRS tows until he ran out of backmarkers – and Hamilton pounced for an odds-defying win against a faster car. ♦

6

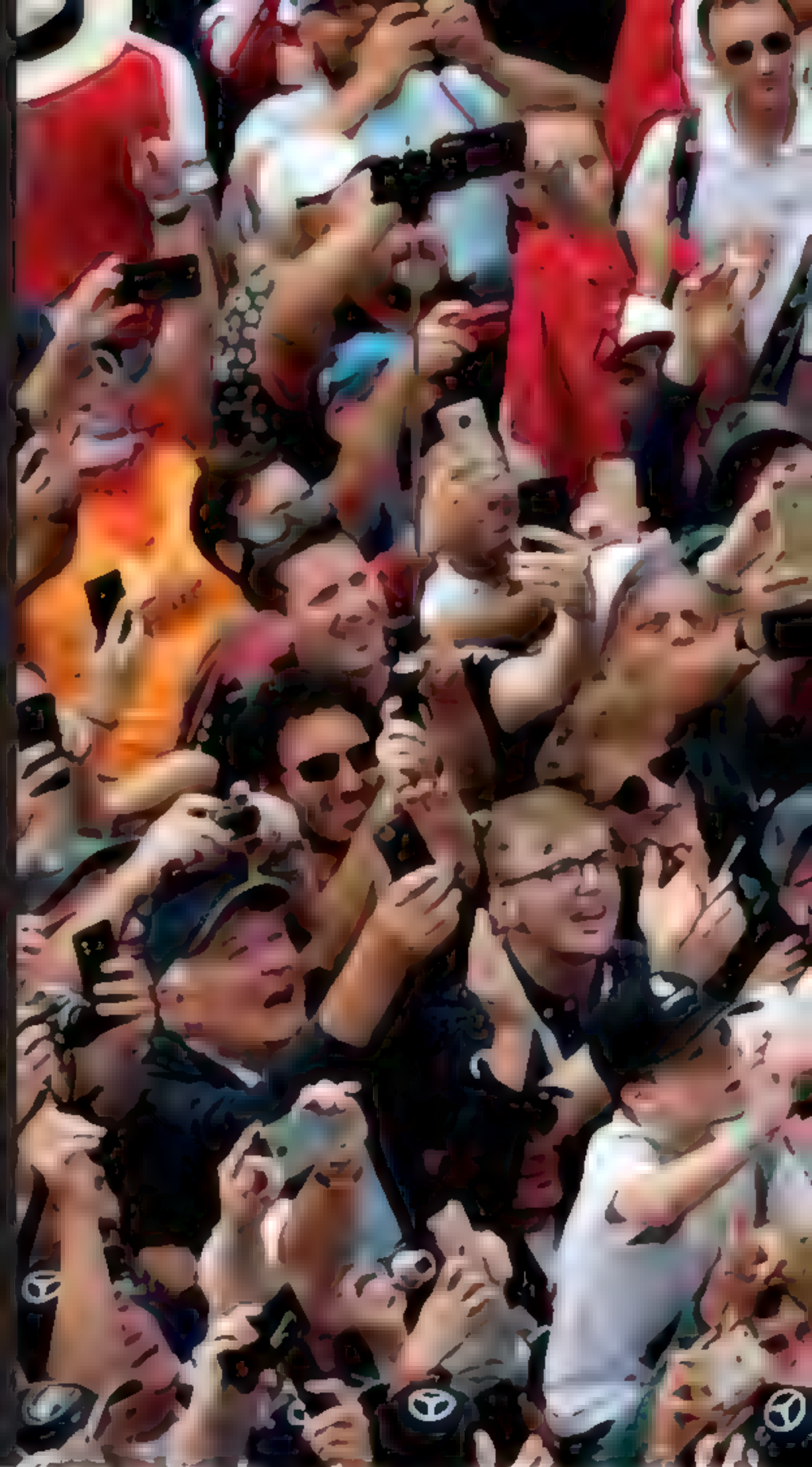
Italian Grand Prix 2018

The powerful Ferrari was the quicker car at Monza this year, but the Scuderia for some unfathomable reason had not prioritised the championship-chasing Sebastian Vettel in co-ordinating its slipstreaming plans in qualifying. Instead Kimi Räikkönen - supposedly Vettel's support - took pole, with Hamilton only third behind an all-Ferrari front row.

Ferrari also chose race morning to inform Räikkönen that his services would not be required in 2019. This set in place a sequence of events down to Turn 2 on the opening lap whereby Räikkönen didn't co-operate and Vettel collided with Hamilton and spun, which defined the race as a battle between Räikkönen and Hamilton.

Hamilton briefly took the lead on lap three after a safety car restart only for Räikkönen to slipstream back ahead up to the Roggia chicane. Thereafter Hamilton just stayed in the faster car's tow, far enough back not to damage the tyres. As the pitstop window opened, Mercedes told Hamilton to push into the gap - and as he did so Ferrari was obliged to pit Räikkönen to prevent Hamilton undercutting. Mercedes then left him out there for a further eight laps.

Räikkönen pushed hard on his new tyres to ensure he remained ahead after Hamilton stopped - but for more laps than was necessary. In doing so, Räikkönen initiated blistering of his left-rear tyre and Hamilton, upon rejoining after his stop, could sense opportunity. He chased the Ferrari down and with nine laps to go got a better exit from Parabolica and DRS'd his way into the lead by the first chicane. Ferrari had made several errors but Hamilton's relentless performance had prised their weaknesses apart.





Japanese Grand Prix 2007

Hamilton arrived at F1's return to Fuji as a rookie leading the world championship by two points. His main rival was Fernando Alonso, driving an identical car from the other side of the McLaren garage. Imagine the pressure. In damp qualifying Hamilton took pole, around 0.1sec faster than Alonso, with the Ferraris of Kimi Räikkönen and Felipe Massa on the second row.

Come race day, the rain was of biblical proportions, almost a re-run of the 1976 title-decider here when Niki Lauda decided the risk wasn't worth the win. This time around it would start behind the safety car - for 19 laps.

When racing finally got underway Hamilton pulled out a gap over Alonso. This advantage increased at the first stops as Hamilton managed to clear traffic that Alonso couldn't quite.

Heavily fuelled to run to the end, Hamilton was trying to make way for the much lighter, yet-to-pit BMW of Robert Kubica when they collided, giving Hamilton a spin, but without losing position. Then Alonso made contact with Sebastian Vettel's Toro Rosso, damaging the floor of the McLaren and dropping him to 10th. He would later crash out after aquaplaning, as Hamilton just remained in his groove. He was unchallenged to the flag, the rookie looking like the world champion elect. **►**

Japanese Grand Prix 2014

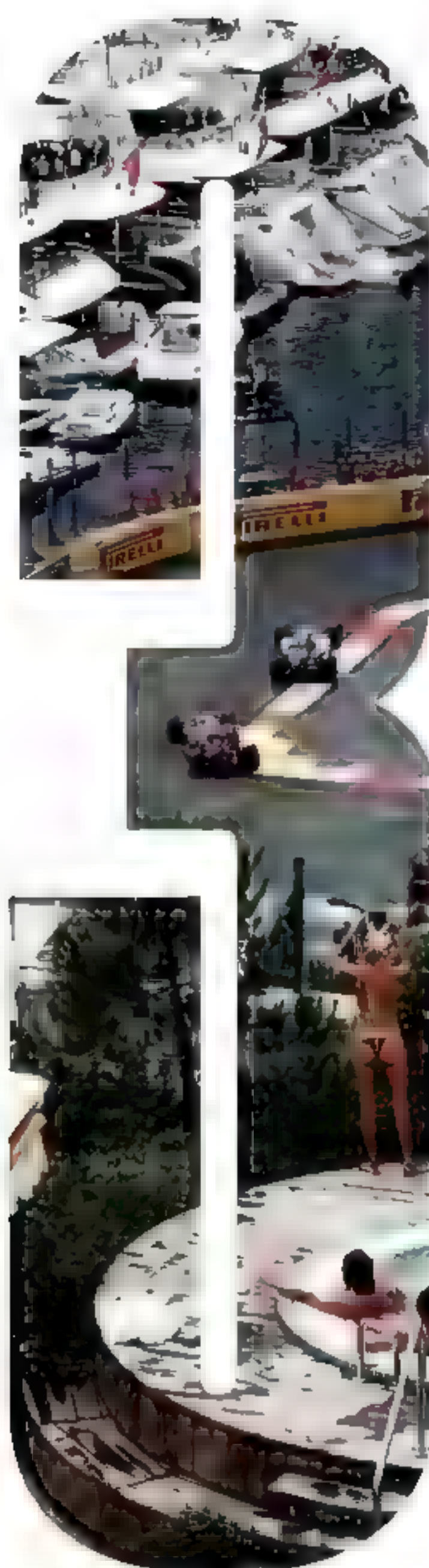
This race is rightfully only remembered for the Jules Bianchi tragedy. But before it was red-flagged nine laps short of its allocated distance, Hamilton was delivering a special performance, having caught and passed team-mate Nico Rosberg and, in the damp conditions, pulled away from him at up to 2sec per lap.

The Mercs were the only show in town in this season, totally dominant, something only enhanced in the rain. All weekend the race was under threat from a passing typhoon which eventually kind of skirted around the side of the area but left plenty of rain around the edges, which included Suzuka. After a false start, the race began behind the safety car on full wets, with Rosberg's pole ensuring him the lead. But as soon as the safety car pulled aside Hamilton was visibly keen to be past, constantly filling Rosberg's mirrors, repeatedly ducking in and out of the ball of spray.

As Rosberg pitted for inters on lap 13, Hamilton was let off the leash for the first time. His in-lap was shaping up to be *three seconds* faster than Rosberg's before he had a moment over the exit kerbing of Spoon corner. Even with that, he was over 1sec faster. But that little moment had prevented him from taking the lead at the stops. He would now need to do it on track.

On his first attempt he forgot to manually disable DRS (which the unusual no-braking approach of that corner makes necessary) as they raced into Turn 1 together, Hamilton having to abandon the passing attempt to rescue a big twitch. He finally pulled the move off into that corner, Rosberg powerless to defend and out of ideas as to how Hamilton was able to power away at the rate he did. Once his lead was out to 9-10sec Hamilton just monitored the gap back to his team-mate. To have this level of superiority over as fast and combative a driver as Rosberg spoke of a very special performance.

"I had too much oversteer," Rosberg related later, "but my settings were exactly the same as Lewis's, so I think he was just doing a better job today."



Monaco Grand Prix 2016

This race showed a couple of new facets of the Hamilton diamond. The way he tyre-whispered his wet-weather rubber to last for 31 laps allowed him to miss out the 10-12-lap intermediate phase everyone else did and to get straight onto slicks. This saved him a pitstop and - in combination with a mix up in the Red Bull pits for Daniel Ricciardo - won him the race. It showed the sort of from-the-cockpit calls he was now capable of making, the sort which could have won him his rookie title if he'd made them in China 2007.

The Red Bull was clearly the fastest thing around Monaco in 2016, with Ricciardo and Max Verstappen heading the times until the latter put it into the wall in Q1, leaving the way open for Ricciardo's comfortable pole ahead of the two Mercedes of Nico Rosberg and Hamilton. In the wet early phases of the race Ricciardo disappeared into the distance as second-placed Rosberg could not get heat into his tyres and brakes and was a long way off the pace, with Hamilton stuck behind him.

By the time, on lap 16, Rosberg complied with Merc's instructions to let Hamilton by, Ricciardo was 13sec up the road. Hamilton proceeded to pull away from his team-mate

at up to 2.5sec per lap and to gradually eat into the Red Bull's lead. But it wasn't going to be enough. As the track began to dry Ricciardo pitted for his intermediates from 11sec in front. At this point Mercedes was instructing Hamilton to come in too - but he had other ideas. "I told the team, 'I got to stay out.' The team were saying we should [pit] but I knew I would drop behind Daniel so I eked it out as far as I could."

Doing the same as Ricciardo would only have ensured he remained second. He had the bold idea to stay on the full wets even as the track dried. Ricciardo on his much fresher tyres soon caught right back onto Hamilton's tail, but couldn't get past and both would now need to stop again. When his wets were absolutely finished Hamilton was forced to pit for his slicks on lap 31. On his fresher rubber and freed from following Hamilton, Ricciardo's in-lap was hugely faster than Hamilton could go on his cold tyres and looked set to comfortably get him out back in the lead. Except there were no tyres ready for him because of a miscommunication. As Ricciardo sat fuming and waiting, Hamilton was gifted the race victory, but it was a remarkable performance to have got himself in a position where he was able to take advantage.

Very damp and very British conditions, and a temperature of 16°C, faced the drivers at São Paulo in 2016. It was one of F1's greatest wet-weather drives.



2

Brazilian Grand Prix 2016

Max Verstappen made all the headlines here with his brilliant but incident-filled drive to third place in the Interlagos rain. But it was Hamilton who completely commanded the race. Through five safety car periods and two red flags, Hamilton remained serenely in his own groove in conditions which constantly hovered between full wets and intermediates.

Verstappen was making all the eye-catching moves - passing Kimi Räikkönen and Nico Rosberg in swashbuckling style, notably using very different wet-weather lines to his rivals - to go second. A lap later he took half a second out of Hamilton's lead and it looked like the beginning of an epic contest between the two. Hamilton

disabused everyone of that notion once he'd been informed of Verstappen's progress, and simply stepped up the pace. Verstappen gave chase but had an enormous moment at the top of the hill, half-spinning and doing remarkably well to save it and lose only 1sec. But Verstappen's dramas were just interesting colour behind Hamilton's drive of masterful control. His Mercedes was the fastest car in the field, sure. But even the wet-weather genius of Verstappen in a car not so far away around this track could make no dent on his imperious progress.

"I was in the zone the whole time," he said, "and quite relaxed. I even had time for something to eat during the red flag period. It was a very easy race, probably one of the easier ones. Silverstone 2008 was way harder than this." ☺

1

British Grand Prix 2008

This has to go top simply because of the sheer dazzling virtuosity of Hamilton's performance in the very wet conditions of the day, which brought obvious comparison to Ayrton Senna's drive in the 1993 race at Donington. From fourth on the grid he was second by the first corner and took the lead from team-mate Heikki Kovalainen on the fifth lap. No-one saw which way he went after that as some of the world's best drivers spun and skated off in his ever-more distant wake.

The 2008 McLaren-Mercedes was nip and tuck with the Ferrari as the fastest car of that season, but Hamilton's margin of superiority in Silverstone's appalling conditions verged on ridiculous. It even

made the McLaren pitwall nervous. "The team were telling me the gap was 40 seconds, 48 seconds, you're five or eight seconds faster than the guy behind," Hamilton recalled, "and I'm thinking, 'Hold on, what's going on?' I'm not even pushing. I'm driving to a comfortable pace. I didn't want to slow down because the moment you slow down, you perhaps lose concentration, so I just said, 'I'm comfortable at the pace I'm going,' and even then I was a silly amount quicker."

After asking the team how much they wanted him to slow down by and them giving him a lap time that he struggled not to beat - but which was still comfortably faster than the rest - he won by the margin of half a minute. But it could easily have been much more. ○



Having failed to score points in the two races before the 2008 British GP, Hamilton was facing negative press coverage. The win was a special one – his best ever



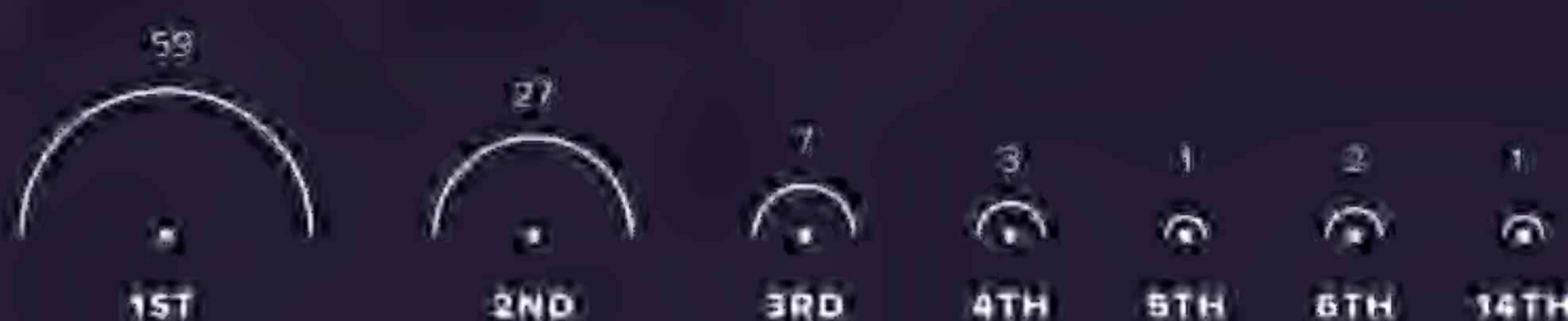


BREAKING DOWN THE RECORD

TOTAL WINS

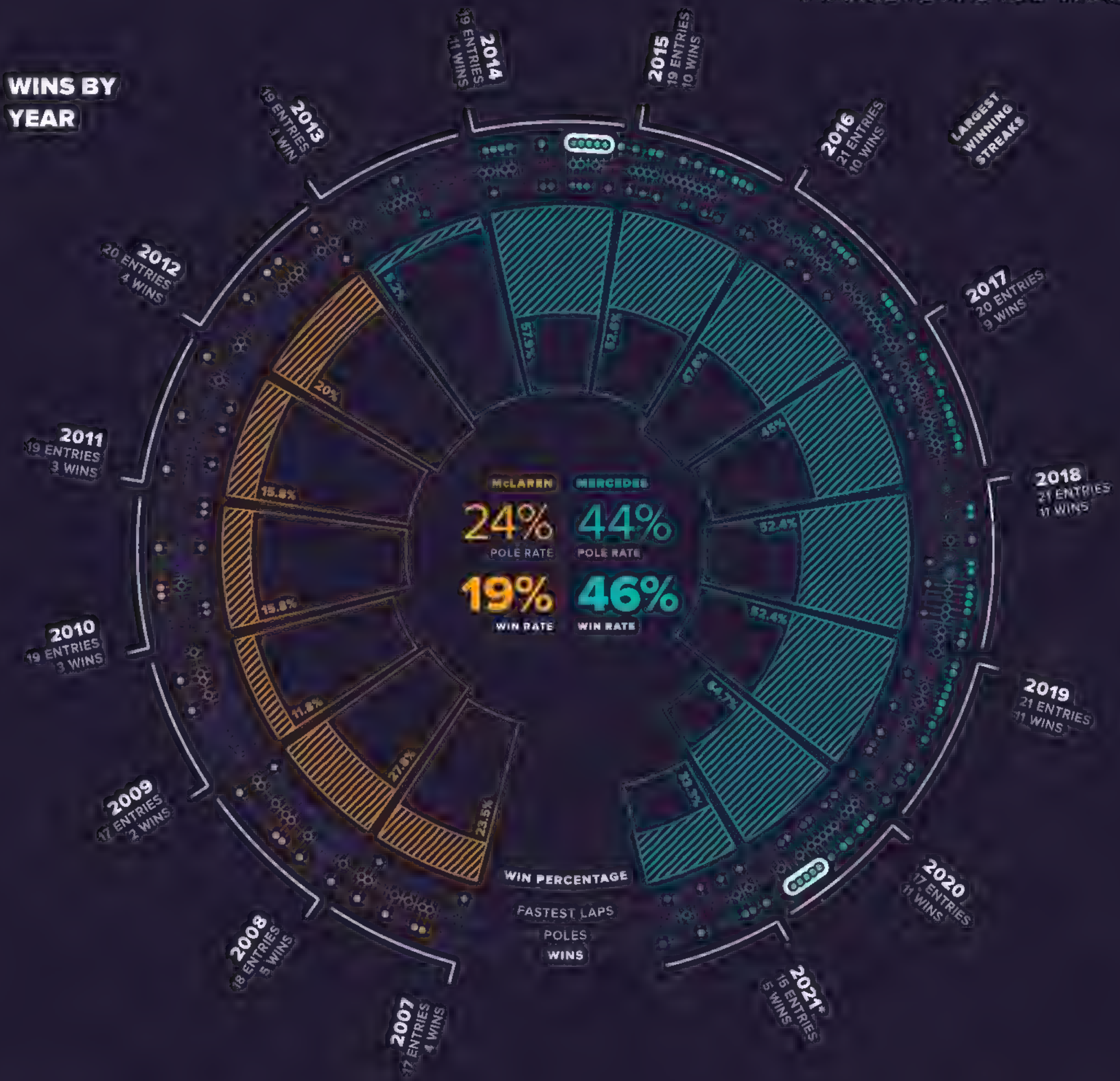


WINS BY GRID SLOT



HAMILTON'S 100 WINS

WINS BY YEAR



TEAM-MATES

WINS BY YEAR		
HAMILTON	●●●●●	2007 ●●●●●
HAMILTON	●●●●●	2008 ●
HAMILTON	●●	2009
HAMILTON	●●●	2010 ●●
HAMILTON	●●●	2011 ●●●
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HAMILTON	●●●●●●●●●●	2020 ●●
HAMILTON	●●●●●	2021*

BIGGEST WINNING MARGINS

1	2008 BRITISH GP	1M 08.5775
2	2021 RUSSIAN GP	53.2715
3	2020 TURKISH GP	31.6335
4	2014 BRITISH GP	30.4355
5	2021 PORTUGUESE GP	29.1485

WIN RATE RANKINGS

1	FANGIO	24 / 52 ENTRIES	46.15%
2	ASCARI	13 / 33	39.39%
3	HAMILTON	100 / 281	35.59%
4	CLARK	25 / 73	34.25%
5	SCHUMACHER	91 / 308	29.55%

DATA: JAKE WILLIAMS-SMITH, INFOGRAPHICS: MADE FROM DATA
*DATA UP TO AND INCLUDING RUSSIA GP 2021

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THE STEERING WHEEL CLUB

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Richard Atwood, left, and Hans Herrmann, right, pose with Stirling Moss and Rico Steinman on adding their 1970 Le Mans-winning wheel to the club display

Secrets of the Steering Wheel Club

What's the collective noun for racing drivers? You'd have needed it in the 1960s to describe the denizens of this comfortable Mayfair bolt hole. **Gordon Cruickshank** explores the club, its members, and what happened to the magnificent collection once on display there

THE STEERING WHEEL CLUB

IT WAS A GREAT CLUB. I'M AMAZED somebody hasn't restarted it." That's Sir Jackie Stewart's take on the Steering Wheel Club, Mayfair home from home for racing drivers. In the 1960s and into the 1970s everybody went there, including international grand prix drivers when they were over here; with a busy bar and restaurant it was a social hub, and in an area packed with drinking holes it stood out for the decorative feature that gave it its name - racing car steering wheels.

Contributed as a matter of pride by drivers and teams, dozens of wheels decorated every wall in the bar; wood and leather rims held by Hawthorn, Fangio, Clark, Hill, Brabham, Brooks, Hunt - not to mention the crumpled one that formed the handle to the phone booth, retrieved from Innes Ireland's Lotus 19 wrecked at Seattle in 1963. Many were from winning machines - Aston Martin's victorious DBR1, Clark's '63 championship machine and his 1965 Indianapolis winner, Hill's 1962 title car, the 1970 Herrmann/Atwood Le Mans Porsche 917 victor, Cobb's Railton LSR car, Parry Thomas' Babs. Not to mention helmets, goggles, banners and trophies from

throughout the sport's history. And in 1988 when the club folded - they all vanished.

We brought together two figures with close connections to the fondly remembered West End venue to reminisce, and perhaps help explain the mystery of the missing memorabilia: Keith Grant was its manager from 1980-86, while Ian Macfadyen is the nephew of club founder John Morgan and runs a website on it. He also has a fine selection of club memorabilia, including ashtrays, membership cards, badges and the club's booklet of cocktails, *Recipes for Refuelling*. And only recently, Keith Grant found a cache of club records which adds much colour to the history as well as emphasising just what was lost with that collection.

Morgan was a major figure in the sport in the Fifties: clerk of the course and starter for all five Aintree grands prix and secretary of the BARC, while co-founder Desmond Scannell had a similar role at the BRDC. It was 1946 when they found a small flat in Brick Street, Mayfair and opened the United Motor Sports Club. In the economic shadow of WWII they had to install utility furniture, with air raid shelter bunks for seats, though a bar designed by Anthony Heal of the smart Tottenham Court Road furniture store added

style. Thanks to the co-owners' connections it soon became a welcoming base for drivers, constructors, owners, organisers and journalists. And for the BRDC, whose affairs were run from a small back room. It wasn't long before those wheels began to decorate the walls, making it clear who this place was aimed at. It wasn't always demure; some happy members set a world record for the number of people perched in and on a Messerschmitt *Kabinenroller*, respected writer and commentator John Bolster riding shotgun in the fresh air.

In 1956 Morgan bought out Scannell, and by 1963 the expanding club needed a new home. It moved to an 18th-century building (once the Sun Inn and before that a *corsetière*, which Grant jokes is code for a brothel) in Curzon Street by Shepherds Market, taking over two floors, reached by a narrow staircase behind a nondescript doorway. Unlike today's whippet-thin athletes, the era's racing drivers knew how to party and had a riotous last night at the old place. "All the drivers went," says Ian. "The bar was ripped out; the place was trashed." Luckily the bar counter was rescued for the new premises.

Though colourful and lively, the Market was a raffish, even seedy pocket - dubious



Clockwise from above: Steering Wheel Club proprietor and host John Morgan and his wife Haysie show off the cake at the 21st birthday party celebrations for the club, assisted by Denny Hulme and Jack Brabham (right); assortment of club records and correspondence recently discovered by Keith Grant, including samples of tie design proposals, a photo of the

meeting room, letters from Jackie Stewart and a note from a "disgusted" Cliff Davis (previously a club regular) resigning his membership as he was not invited to the 21st party; Morgan and friends in front of the badge display; Juan Manuel Fangio signs the wall during his 1979 visit; and last, greeting a delighted Nigel Roebuck before their interview

types hung around and 'models' occupied half the flats. Chic it was not - London clubland, yes, but a very different sort to grand St James's nearby. Still, it was central, and soon every driver wanted to be a member of the Wheel.

Our own Nigel Roebuck recalled on his first visit there seeing *Autosport's* Gregor Grant at the bar talking to Innes Ireland, "...and my cup indeed ran over". Living nearby, Stirling Moss often looked in, while a then unknown Graham Hill would famously nurse a half pint at the bar hoping to make useful contacts. He wasn't alone: Howden Ganley, later to be a grand prix driver himself, recalls "It was the custom to join the club. My mate Bill Gavin took me there and introduced me to the man who owned Falcon Shells, telling him I was the fastest guy on four wheels and should race one of his cars. He took me on and I was able to build a new GT515 to race. So the Wheel worked for me!"

"This membership file," says Keith Grant showing me the paperwork, "contains at least 100 racing drivers, maybe 20 grand prix drivers and several world champions".

Keith joined in 1963 - he raced in long-distance sports car events in Brabhams, Chevrons and an Elva-BMW up to the 1970s - and got to know the clientèle. With so many drinking clubs roundabout, all sorts would drop in: "Sportsmen, TV people, villains, coppers... Peter Ustinov was a member. The great train robbers used to come in - I knew Roy James well. And David Blakely, who was shot by Ruth Ellis, was a member." For a time Ellis (later hanged for the murder) managed The Little Club, almost opposite the Wheel, known to be a venue for secretly gay high-profile figures, gangsters and shadowy men who "worked for the government". (In *Ruth Ellis - my sister's secret life*, Ellis's sister claims the Steering Wheel Club was also a hangout

STEERING WHEEL CLUB

Founded 1946

47 CURZON STREET, MAYFAIR, LONDON W.1.
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for the secret services and Stephen Ward of Profumo scandal fame.)

Still, racers outnumbered racketeers. The Wheel was a respectable club, traditional in décor, with sofas and armchairs and sporting fine racing pictures by the likes of Dexter Brown, Gordon Crosby, Peter Helck and Roy Nockolds. An inventory from 1979 lists these along with the wheels, helmets, goggles, the club badges, the trophies. The value even then was listed as £20,000.

Ian fills in the picture of his uncle John Morgan and his wife Haysie, the other club cornerstone. "A shy man; very good at organising publicity events at the club - presentations and the like - but in the photos he's always standing back. He was genial but always calm. In an emergency he would deal with it without fuss - an ideal organiser.

"They lived in a house opposite; he also owned a lot of flats and the Headcourt Hotel at Hyde Park Corner; a lot of the drivers would stay there when in town." ♦

"The great train robbers used to come in; I knew Roy James well"

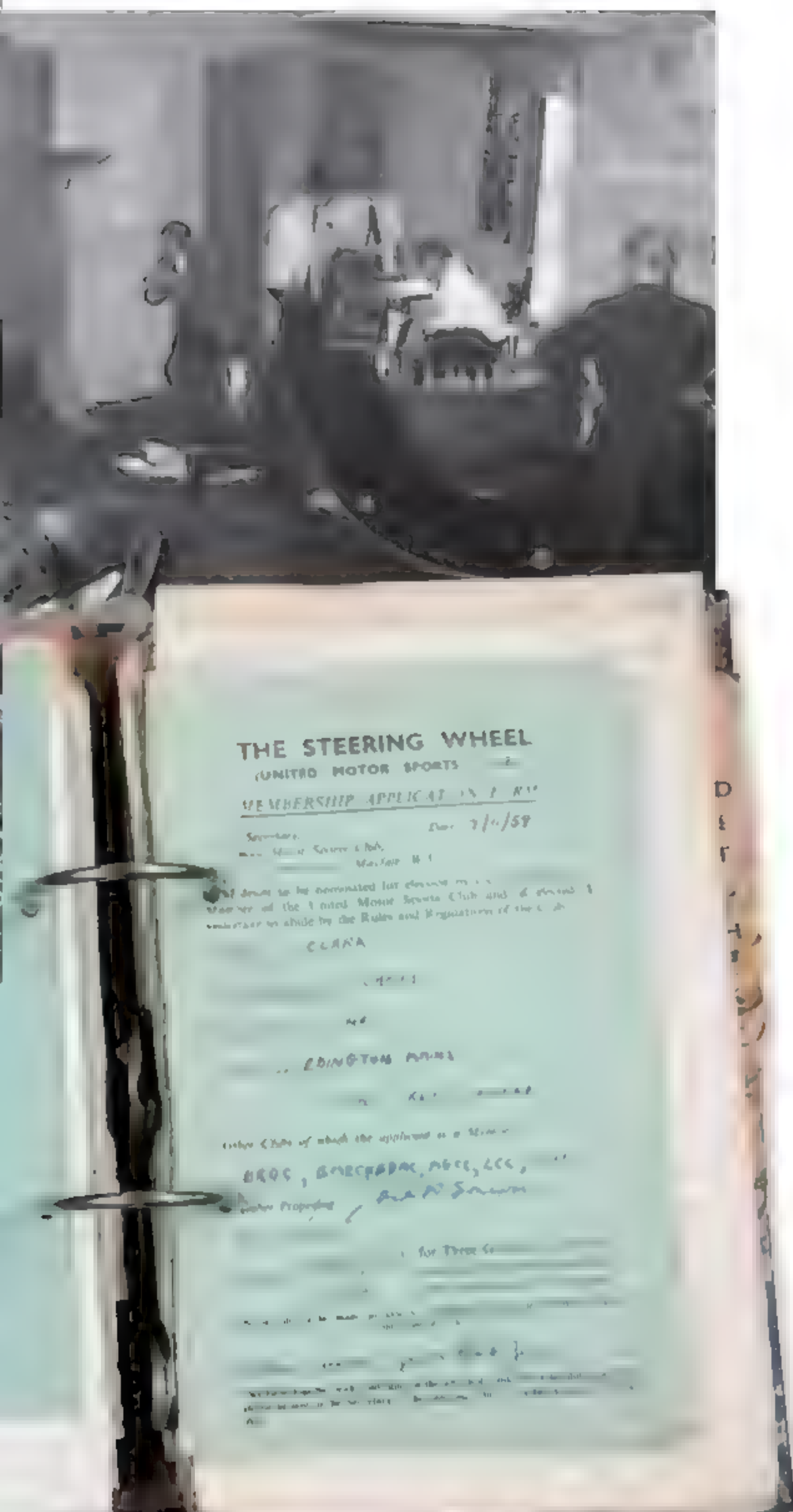




Clockwise from above: correspondence from Elizabeth Chakrabongse, wife of ERA and Maserati driver Prince Bira, about donating an original drawing, and from Donald Campbell (typed in his trademark blue) promising to loan steering wheels from his Proteus car and Bluebird hydroplane; John and Haysie pose with the Chapmans, Jim Clark and the Brabhams; last night at

Brick Street, as the bar is literally ripped apart; file of membership forms – even the sainted James Clark had to be proposed; a cheery Frank Vent behind his well-stocked bar at Curzon Street; John Morgan watching Le Mans on screen below a painting of the start of the 1957 British GP – Stirling's W196 wheel from that Mercedes 1-2 was elsewhere on the club walls





Morgan retained a loyal staff: for years bow-tied Frank Vent ran the bar, his brother Ernie the restaurant upstairs while Peggy Sandberg was *maitresse d'*. Any event at the club was a direct route to the racing press, since journalists like Gregor Grant, John Bolster and John Blunsden were bound to be there anyway; there are photos of Tony Brooks accepting a Ferrari wheel from the *scuderia's* sporting director Romolo Tavoni, BP adverts featured the club, and it was regularly mentioned in press gossip. The committee room was well used, by the BRDC, other motor clubs, even helicopter and powerboat clubs. Well, it started as United Motor Sports. Other sportsmen came in, too: on party nights you might see footballers Jimmy Hill and Bobby Moore. And it was the base of the Doghouse Club, the fundraising group run by wives and girlfriends of the racing world who ran a celebrated annual ball as well as childrens' parties.

Derek Bell was an enthusiastic member. "We all went there. 'See you at the club', we'd say. I'd nip up to London for BRDC meetings and make an evening of it. It was so convenient

Paddy Hopkirk. It was a cosy place, beautifully run. I think there's something missing not having a club of that nature."

One momentous day came in 1979, when five-time world champion Juan Manuel Fangio visited, on his way to drive a Mercedes-Benz W125 at the Gunnar Nilsson memorial meeting. Nigel Roebuck interviewed him (writing emotively about the meeting in *Motor Sport* in January 2001), press cameras popped, and the great man signed the wall of the bar.

But there was other writing on the wall too: the club was losing money, and Morgan wanted to retire. That year he sold to a consortium, and in 1980 Keith Grant was installed as manager. It was a very different era, and Keith is firm: "I don't want to talk about the consortium. They weren't motor racing people but they had the money. They let me run the club for a few years, but eventually decided to turn it into a high-class Mayfair eatery. They refurbished it completely, getting rid of the memorabilia which was the club. I said, 'well, you won't see me again', and left."

"The receivers went in, but the premises had been stripped"

- Piers Courage, Charlie Lucas, Frank Williams were all in London so we'd meet. There was a great atmosphere; we were fortunate to have it as a base. BRDC meetings at Silverstone never had the same atmosphere."

Another visitor was Richard Atwood. "It was the collection place for us. When I'm drying glasses at home I always think of Frank the barman - a lovely guy who had a wonderful life there. The entrance door was quite secretive - you had to know about it. It was the city at its best. Wonderful days."

Like Bell, saloon racer Dave Brodie recalls the Harrow crowd usually being there, "and of course we behaved impeccably... We went to see our heroes - Moss, JYS, Hill, Brabham, Hulme. We all acted cool but inside I was buzzing with admiration. Graham would give me great tips, like the best line at Druids - helped me get a load of lap records at Brands."

Joining a little earlier, Jackie Stewart has equally warm memories: "It was David Murray [the Ecurie Ecosse founder] who introduced me to the club. Everybody was a member. I was in awe of some of the people in my early days - Jimmy Clark, Duncan Hamilton, Tony Rolt, Les Leston,

That was 1986; two years later the club folded. Ian Macfadyen takes up a sad story: "The receivers went in to value everything and seize the assets, but the premises had been stripped. Some of the stuff must have been sold privately but most of it just disappeared. Bette Hill was furious about the Graham Hill things."

Various items have resurfaced in auctions since, notably the framed collection of club badges and a few wheels, but the majority has evaporated as completely as Nazi art plunder. With Keith Grant's very recent discovery of the club records, unknowingly parked in his garage 35 years ago by one of the consortium, the historical loss becomes crystal clear.

Morgan obviously kept all his paperwork - not only letters from the famous members and their signed membership forms but also carbon copies of his replies. Thus, a letter from JYS resigning his membership because of moving to Switzerland; reply from Morgan teasing him that "it's only a few pounds". Confirmation from Jim Endruweit that Lotus has indeed sent the wheel from Clark's '63 title winner; a thank you to Pat McLaren

THE STEERING WHEEL CLUB

for Bruce's helmet, gloves and goggles. A promise from Donald Campbell to loan wheels from both the CN7 LSR car and K7 hydroplane; a note from Teddy Mayer saying 'Here's James Hunt's wheel from the McLaren he drove in Japan'.

There's a clutch of letters from *Motor Sport's* Bill Boddy authenticating various items. And, just to rub home the historical importance of the collection, not even considering today's financial worth, here is a letter from photographer George Monkhouse, virtually a Mercedes insider and close friends with Dick Seaman in Silver Arrows days, stating that the wheel he has donated came from Seaman's W154 and was given to him by Daimler-Benz in 1939.

Ireland came out with a tray of drinks for us and asked if he could drive our car.

"He wanted to drive a police car through London at speed using the bell and horns and blue light, 'and perhaps squeeze a few friends in as well, please?'

"The detective inspector placated him saying 'another night', and assisted by Colin Chapman we escorted him back inside where we found Graham Hill, Jim Clark and Stirling Moss enjoying a celebration of some sort. Stars like Millicent Martin, Ronald Fraser, John Gregson, Lance Percival and I think even American film star Robert Mitchum, who was pals with Ronald Fraser, were there with other personalities from film and television, and they all seemed to be enjoying themselves."

"There's a bloke at the door called Alan Jones. Will I let him in?"

To anyone with a feeling for history it's painful to think of these glorious artifacts being sold off secretly; there's nothing wrong with their being owned privately (ignoring questions of past donation) but it would be a relief to know where these treasures are - if they still exist.

Thankfully Keith is on hand to distract me with tales from his days at the Wheel.

"I'd not been there long when the receptionist said 'There's a bloke called Alan Jones at the door with a steering wheel. Will I let him in?' He'd just won the 1980 world championship and brought his Williams wheel personally!"

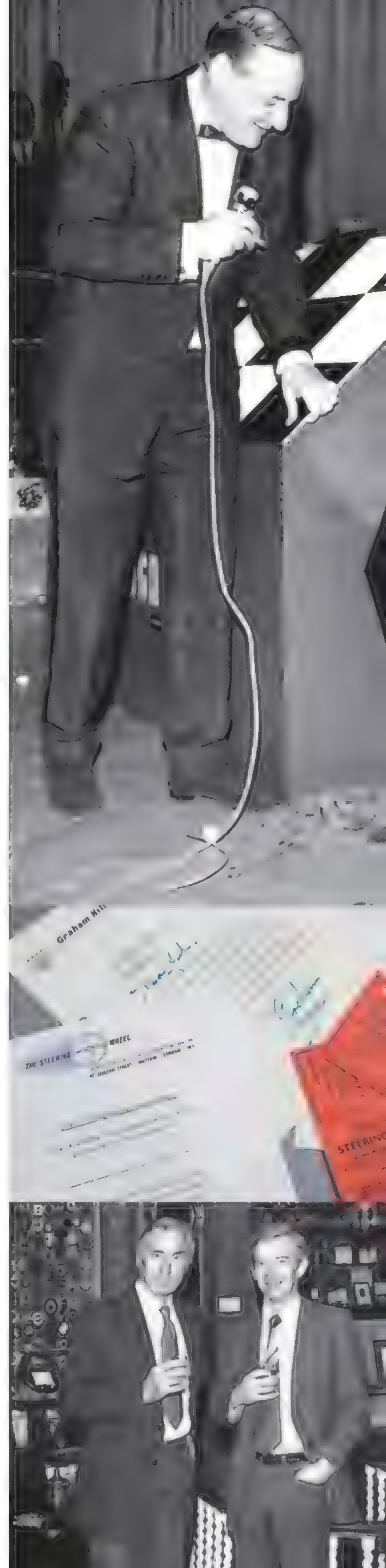
By this era there were fewer GP drivers and a more general crowd at the bar. Keith remembers the New Zealand All Blacks coming in, indulging in drinking games with Tony Lanfranchi, Gerry Marshall "and other nutters", and a parachuting-from-the-sofa competition with some real-life Paras. When somebody poured beer down the piano, "Jackie Epstein sprayed it with WD-40 and it was fine!" He tells lurid tales of the local mob trying to sweeten him with presents of cars and flats: "Luckily the West Central Police guys used to have a couple of beers in the afternoons, so I told the gangsters they were being watched and they disappeared."

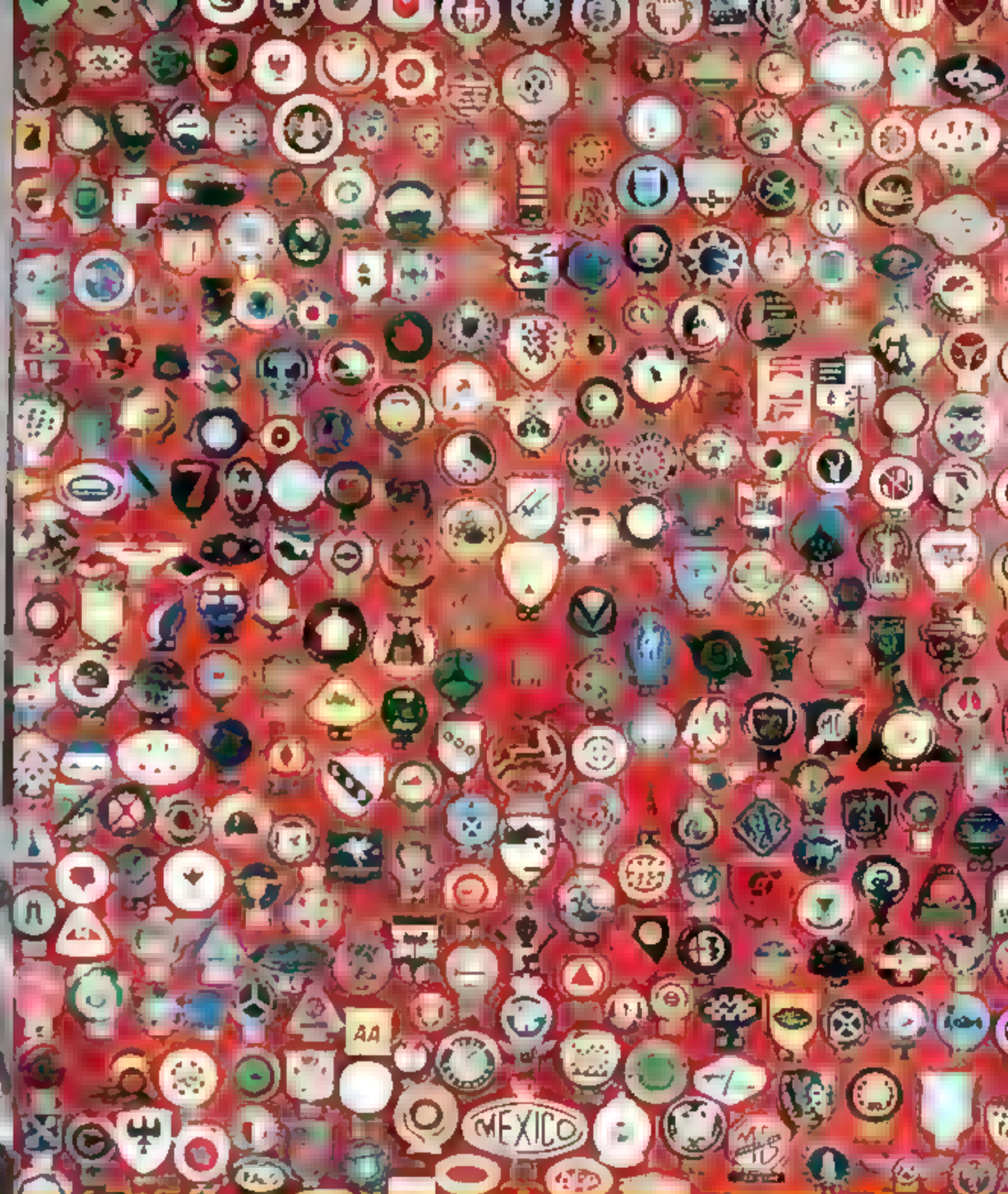
Ken German was a young police officer then, and confirms: "The CID were always welcome there. One night we were outside in our unmarked Jaguar Mk2 waiting to nab members of a local protection racket. After a while a rather animated but friendly Innes

Keith is a jazz enthusiast too, relishing nights when racer and jazz legend Chris Barber would play impromptu, sometimes with a scratch band of racing aces. "Musicians from the National Youth Jazz Orchestra would drop in and play for a pint. Late one night some other blokes came up and joined in and we thought 'they're good!'. It was the Woody Herman band who'd been playing at Ronnie Scott's nearby. We had the whole band playing blues at 3am!"

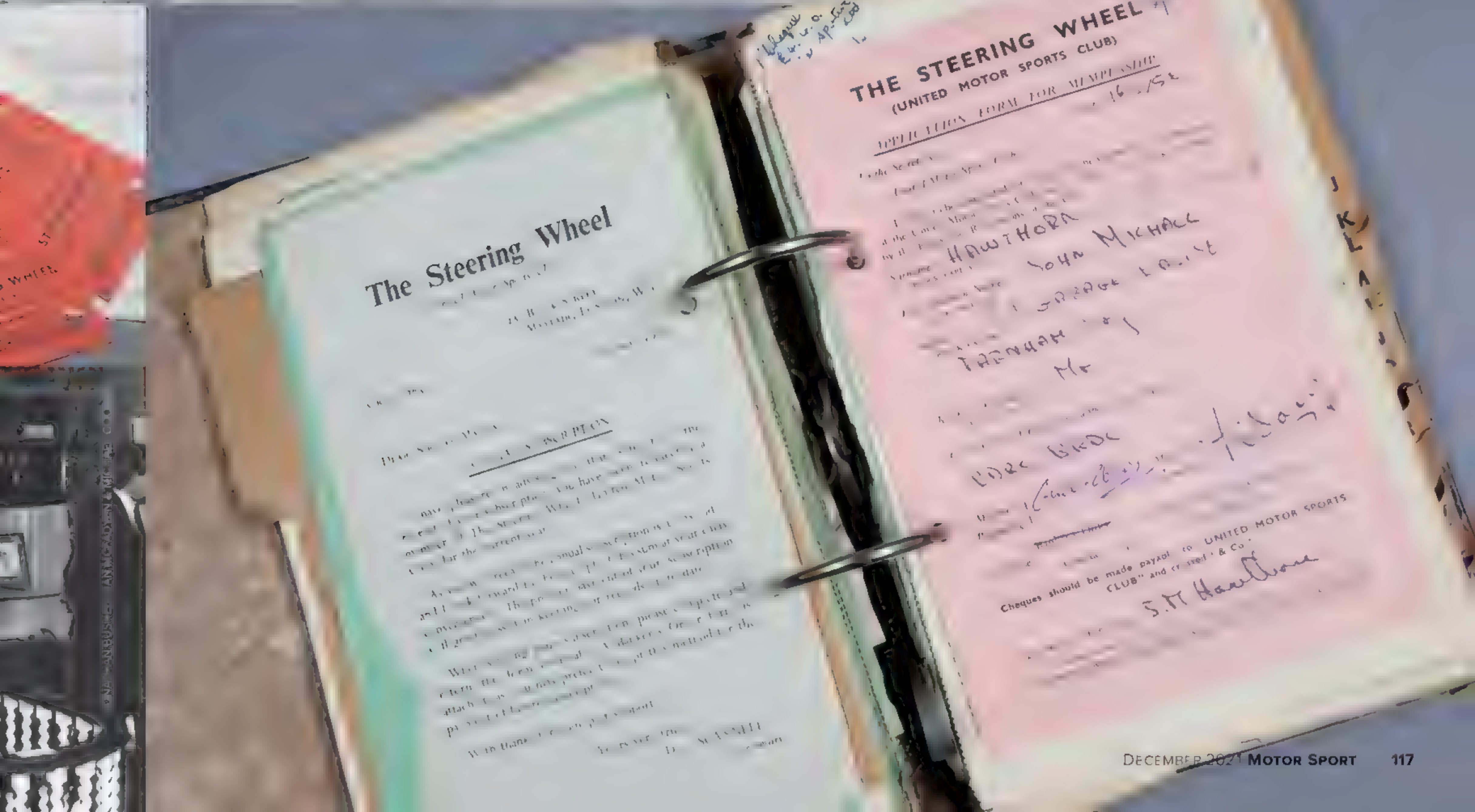
There were great times at the old Wheel in its four decades. Could something similar thrive today? Perhaps, perhaps not; racing drivers mostly live a very different lifestyle nowadays. Latterly racer and auctioneer Robert Brooks bought the club name and used it to brand VIP hosting at Goodwood Revival, but with his death the name is in abeyance once more.

Meanwhile some of motor racing's great treasures are out there somewhere, and Keith Grant holds signed evidence of their provenance. Look at Ian's inventory; imagine the value of the Vanwall wheel Brooks and Moss gripped in the 1957 British Grand Prix, or a polkadot scarf that fluttered round Tim Birkin's neck, or a Mercedes wheel autographed on its four spokes by Rudolph Caracciola, Manfred Von Brauchitsch, Hermann Lang, Max Sailer, Alfred Neubauer and Rudolph Uhlenhaut. Perhaps someone has inherited that Le Mans-winning 917 three-spoker, not knowing its story? Can anyone re-join the dots that lead back to a great hub of racing's past? ○





Clockwise from left: Jack Brabham pulls the plug in the doghouse during the riotous night that brought the end of the Brick Street premises, while Jim Clark watches holding a stuffed pheasant and Graham Hill holds his head; magnificent collection of car and club badges framed and mounted on the walls; John Michael Hawthorn's application for 1958 (membership cost two guineas); Roy Salvadori and Tony Brooks enjoy a glass; maybe this blank invitation to the club's 21st was the one that should have gone to Cliff Davis?





Historic **heaven**

Feeling weak at the knees? This is Rally Replay, a new WRC-themed showroom in Chichester that is part dealer, part museum. As **Damien Smith** finds out, all are welcome

PHOTOGRAPHY: JAYSON FONG

RALLY REPLAY

It's heavy on 1990s Lancia Delta Integrales at the moment, but Rally Replay intends to have a wide selection of WRC cars on display from month to month



RALLY REPLAY

THERE'S A NEW MECCA FOR British rally fans and it's a surprise beacon of colourful exotica shining bright from a run-of-the-mill industrial estate in Chichester. Situated a stone's throw off (and just about visible from) the West Sussex market town's A27 bypass, Rally Replay is a new attraction open to all and should be considered a must-visit for anyone who has a love of rallying coursing through their veins.

On one level, it's a brand new showroom dedicated to classic and seriously historic rally cars, some of which are for sale. But as general manager and curator Adam Midghall describes it, Rally Replay is also a "working museum" featuring an archive of mouthwatering memorabilia, including a display of items drawn from the collection of the late rally journalist, writer and competitor Martin Holmes. First impressions are jaw-dropping: we've seen nothing quite like this before in the UK.

So who's behind it and why does it exist? "It's owned by a group of private investors who have always been doing stuff in rallying behind the scenes, restoring and running cars privately, and it got to the point where they decided to make it more commercial," says Midghall. "We want to keep the cars alive because as their values go up parts are increasingly hard to come by, people aren't seeing the cars and younger people are not getting interested. We want to put the cars in the spotlight and create a place where people can come and see them, as a one-stop shop for rallying. It's a new home for the sport."

The investors, who prefer to remain anonymous, clearly aim to sell cars, while Rally Replay is also an agent for Sparco race and



rally gear and seat specialist Racetech. But Midghall is keen to stress a genuine altruistic motive too, promising that visitors won't be bombarded by a hard sell. "It's built by enthusiasts for enthusiasts," he says. "It doesn't matter if you're here to just look at the cars, buy a keyring, T-shirt or sticker - it's open for everyone. We'll also be streaming World Rally Championship rounds live on our big screen, so you can come down to watch, and there's no commitment to buy anything: just enjoy the space and gain a bit more knowledge about the sport. We want to get younger people more enthusiastic about rallying, because it's not as big as it was in the past."

Rally Replay was due to open last summer, with a launch planned to coincide with the nearby Goodwood Festival of Speed. But you-know-what scuppered that. Now, a year on, it's finally open to the public after months of local intrigue created by its windows being covered, and the company is keen to welcome visitors. Among its collaborators is two-time WRC champion Miki Biasion, which partly explains the current display which is dominated by evocative Lancia Delta Integrales. But as Midghall explains the cars are far from fixed. "Some of them are owned by our investors, some are owned by customers," he says. "We have a number of customers we look after for






"It's not like a normal car showroom where you are pounced on"

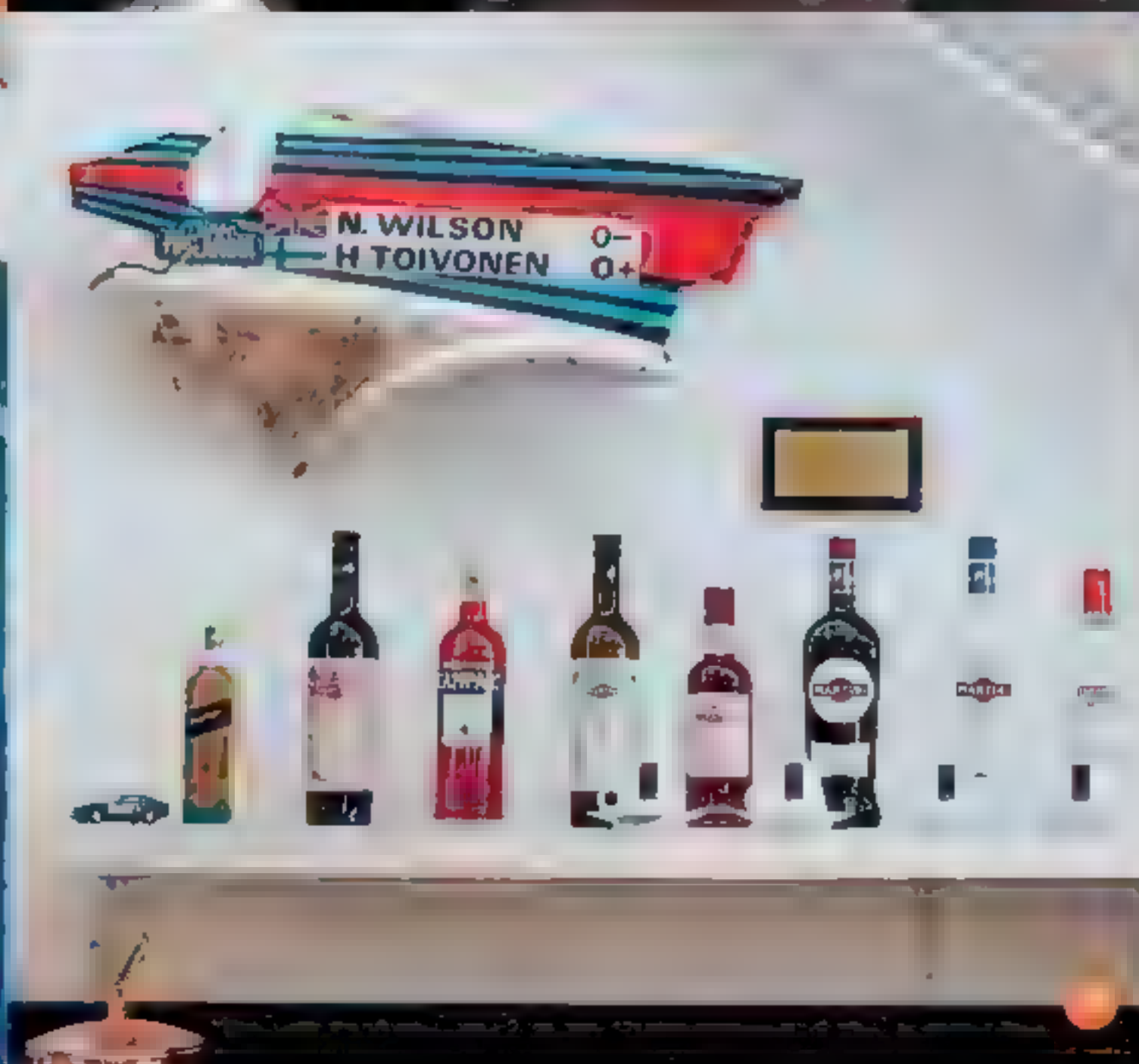


whom we do servicing on events and preparation, and we also offer restoration services plus vehicle storage. Rally cars need looking after, so we keep them all under one roof at another facility.

"Some of the cars are for sale and we are keen to promote that, but a lot of business is done online and through our contacts. It's not something we necessarily have to push too hard here, so it's not like a normal car showroom where as soon as you walk in you are pounced on. We'll always have new stock rolling in and it will never be the same cars in here, to keep it fresh. It's mainly Lancias now, but it'll be whatever we've got in at the time."

The Holmes archive is central to the treasures on display and include genuine rally plates, media passes and tabards, some of Martin's 250 trophies and even one of his old typewriters. Midghall also gives us a glimpse of the photo archive that amounts to 20,000 images, all of which he has catalogued and will be available to buy online. It promises to be an invaluable resource for collectors, historians, publishers and journalists, while plans are brewing to host events for enthusiasts beyond the rally live streams.

Just a few miles from Goodwood, Rally Replay is a terrific new addition to the UK's motor sport attractions. We'd recommend you drop in and pay a visit. 



International treasures

There were an assortment of special cars on display when *Motor Sport* paid a visit to Rally Replay. Adam Midghall gives us the lowdown...

1. FIAT 212 REPLICASERVICE VAN

"It has all modern internals and a modern generator, so you can pull up at any event, pull your rally car up alongside and service from the van. It's evocative of the Group B period because these serviced 037s and Delta S4s. It features the same roof-rack and jerry cans they used in period, but now fitted with modern appliances – so you can use it without breaking anything original."

2. REPSOL LANCIA DELTA HF INTEGRALE

"This is a special car. Built at the end of 1991 it was one of three test cars by Abarth, who built all the works rally cars for Lancia. This was the gravel car and they also had a Tarmac car and a Safari car. It was used all the way through 1992 by Juha Kankkunen, Didier Auriol and Andrea Aghini to test set-ups, run new parts and fuels. Then in 1993 it became Carlos Sainz's car. Again it was a test car, but he also used it on an event in Spain called Formula Rally Oviedo, which he won – the last victory for a works-entered Lancia. At the end of the year the car did the Race of Champions and was driven by everyone: Markku Alén, Stig Blomqvist, François Delecour, Miki Biasion and Auriol. When it was sold on to a privateer it was painted in silver, then a private collector kept it in

a warehouse until we pulled it out in early 2018. Working with Miki, we've had the car sympathetically restored and it's been painted with the original stencils. It has the original seats, is in original spec and sits on original tyres – which you wouldn't want to drive on these days! We reunited Didier with the car at the Castle Combe Rallyday in 2019, since when it's been sold."

3. LANCIA DELTA INTEGRALE 8V

"This is the 8V 1988 first iteration of the Integrale, built for the road and featuring Martini colours to make it look like a rally car. Every nut and bolt has been redone so it's as it was when it left the factory, overseen by Miki Biasion himself. He wrapped up his first title in Sanremo 1988, hence the livery. It's a throwback to that."



4. LANCIA DELTA SANREMO REPLICA

"This is a replica of Miki Biasion's 1989 Sanremo-winning car in which he wrapped up his second world title. Miki agreed with Abarth to buy the car – but it never arrived. Abarth rented it out to HF Grifone with a new engine and gearbox and the unique parts used for Sanremo were removed. Miki finally got the car three years later, so this was a vendetta replica to make it as close to the Sanremo car as possible. He sourced a lot of parts only fitted for Sanremo."

5. LANCIA DELTA HF INTEGRALE EVO

"This was a works 1992 Integrale, Auriol's car in which he won Rally Finland and Rally Australia and also used it in Catalunya where he had a power steering pipe failure over a jump, lost control and landed in a ditch. There was no damage but there were no spectators there to pull the car out. That was where his championship ran away from him. Kankkunen then drove it on the Memorial Bettega and it was used in the Italian and Hungarian rally championships. It had one privateer owner after that, who ran it all over Europe. One of our customers acquired it five years ago and we've looked after it ever since. Everyone sees the Evo as the ultimate Integrale and this was the most successful car in 1992, so it's very special. There are lots of small details

that you shouldn't see, such as a little screw by the co-driver's door which adjusts boost on the dash to turn it down for low-grip conditions so you can keep full-throttle on reduced full boost."

6 SUBARU IMPREZA S5 WRC

"This is a Prodrive-built car from 1999. Rallied by Bruno Thiry, he did Corsica and Catalunya with mixed results. Then it was Juha Kankkunen's car for Acropolis, Finland and Australia. In Finland he beat Richard Burns in a close battle. That was his last-ever WRC victory, so this car represents the end of a big chapter. The car has never been restored, it's always been a working rally car and has done more than 100 rallies in its life. We'll be taking it out to events again soon."

7. FORD SIERRA COSWORTH GPA

"This wasn't a works car, just a Group N that started life up in Scotland. It slowly made its way down the country and as it did so got upgraded to the full Group A spec we see now. It was restored seven or eight years ago and received a very good Harvey Gibbs Group A engine, has FIA HTP papers and all the original bits to put it back to historic spec. We had Didier Auriol drive it at Race Retro in 2019, hence his name on the car. It's a genuine Sierra Cosworth underneath – not a 1.6 GL! – and there's not many three-door Sierras around. It's the only car here at the moment for sale... although everything has its price!"



FALL FROM GRACE



Al Unser Jr was IndyCar royalty even before he won the 500, but as his newly published memoirs reveal, off track his life was spinning out of control. He tells **Damien Smith** how he has finally made peace with his past



AL UNSE JR

Ready to drink the milk for the first time after winning the Indy 500 on May 24, 1992. Wife Shelley and children Cody and Al III join the celebrations. Left: Unser Jr hits rock bottom with his arrest in 2002

GETTY IMAGES, DAN BOYE

Little Al from Albuquerque:
born into one of America's
great racing families,
fresh-faced Unser Jr paid
his dues in karting and
sprint cars, then won titles
in Super Vee and Can-Am.
An overlooked all-rounder,
he also shone in IMSA
sports cars and IROC as his
star rose in IndyCar



NOT TOO MANY MOTOR SPORT autobiographies begin with the protagonist pointing a gun at his own head with the genuine intention of pulling the trigger. Nothing about *A Checkered Past* is normal, especially in the context of straight-up and serious racing books. Then again, the same can be said of Al Unser Jr. Born into one of the great American motor sport families, 'Little Al' followed in the best traditions of his namesake father and uncle Bobby to become an IndyCar legend. But he also created a few less illustrious traditions all of his own, in a double life that was dominated and almost destroyed by drug addiction and alcoholism. Inside the IndyCar paddock, it was an open secret from early in his stunningly successful racing career that Unser Jr liked to "party", as the Americans so quaintly put it. But it was only in the past 20 years that the two-time Indianapolis 500 winner's life spiralled out of control and spilled into the public glare. Arrests for drink driving

and domestic violence lifted the veil and shocked an IndyCar fanbase that places its heroes on high pedestals, as the life and career of an increasingly puffy-looking Junior dwindled into sad, sponsor-less obscurity. From drinking the milk at The Brickyard, winning a pair of IndyCar Series titles and 34 premier-class races, scoring back-to-back Daytona 24 Hours victories in Al Holbert's Lowenbrau Porsche 962, beating NASCAR greats at their own game in IROC (twice) and even conquering Pikes Peak's 'Race to the Clouds', by 2004 Little Al had been reduced to a bad joke. One that absolutely wasn't funny.

But only now through his new book do we learn the depths he was brought to by an illness - and lest we forget that's exactly what it is - that gripped him for four decades, even during his glory years of the late 1980s and early 1990s. Little Al lays it all out, describing in unflinching detail a tragic existence that cost him two marriages and left lasting and perhaps irreversible damage to his relationships with his four children. The book is packed full of fantastic racing stories too, offering all the insight you would hope and expect from his rich and varied career. But it's the personal decay and destruction at the heart of this story that will linger most. It's a brave and astonishing piece of work in its unflinching, brutal honesty.

On a Zoom from his home in Albuquerque, New Mexico, Unser looks well, that familiar open smile beaming across the Atlantic beneath a plain flat cap. The voice is rich, slow, higher than you expect and warm like pancake syrup, and infused with those traditional southern manners. His ghost writer Jade

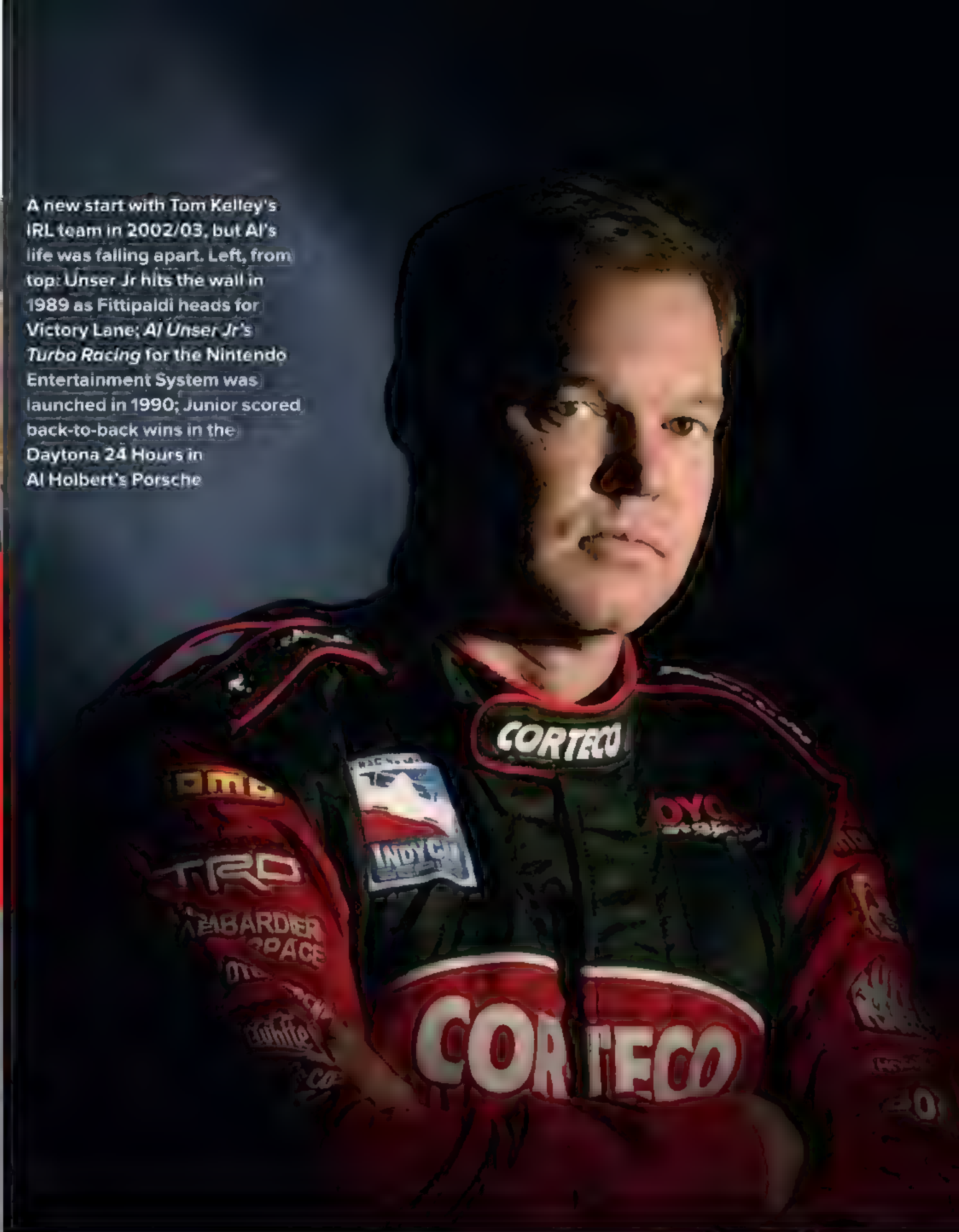
**"His arrests
lifted the
veil and
shocked
IndyCar fans"**

The Beast: Unser Jr won his second Indy 500 driving for Penske with Ilmor's special pushrod engine in 1994





A new start with Tom Kelley's IRL team in 2002/03, but Al's life was falling apart. Left, from top: Unser Jr hits the wall in 1989 as Fittipaldi heads for Victory Lane; Al Unser Jr's *Turbo Racing* for the Nintendo Entertainment System was launched in 1990; Junior scored back-to-back wins in the Daytona 24 Hours in Al Holbert's Porsche



Gurss described the book as like *The Wolf of Wall Street* on wheels. How does he see it?

"I've actually been a little bit scared about the whole thing because I've been so honest," says Unser. "I haven't had anybody read it so far outside of my family. You're one of the first. I was having dinner with my mom last night and she was asking me, 'Are you excited about the book?' I looked at her and I shrugged. I don't know because I haven't had any feedback yet from the outside world."

"The goal is to really help people. I hope that whoever is afraid of asking for help is not afraid of doing so after they read the book. As far as the racing fraternity is concerned I feel there are going to be people who after they read it go, 'Wow, I didn't know that was going on in his life.' It will be a bit of a shock. Others will go, 'Oh yeah, that makes sense now.'" He chuckles, as he does throughout the conversation. "It's in God's hands."

Unser pays full credit to Gurss, author of

"I sent my dad a copy of the book and um... I haven't heard back"

the late John Andretti's fine book *Racer* and also *Beast*, the excellent re-telling of Penske's 1994 Indy campaign with the pushrod Mercedes-badged Ilmor engine that tore through a rules loophole and powered Little Al to his second emphatic victory at the 500. Their first Zoom call stretched to six hours, Junior reveals, during a process he admits was

"therapeutic" and that took him through "a rollercoaster of emotions".

It seems he felt compelled to tell his story, probably against the wishes of his father and Uncle Bobby, who died earlier this year aged 87. Al has also lost his cousin Bobby Jr in recent months, compounding what has been a tough year for the Unsers. Now this...

"Uncle Bobby and Dad wanted to maintain a certain image so I had to keep a lot through my life away from the public," says Unser of a family that share nine Indy 500 wins between them. "With my arrests and so on it got out there. If anyone was to look down on me, it was my dad and Uncle Bobby!" He says this with a big smile and another chuckle. "It was actually during the Covid thing the world was going through when I decided to write the book, to be as truthful as possible and put it out there."

Has Al Sr, now 82, read it? "I sent my dad a manuscript when it was first done and um...



Roger Penske, left, and Al Unser Jr. at the Detroit Grand Prix in 1999 — but Junior's days at Team Penske were numbered

I haven't had any feedback from him. I don't know what his thoughts are on it."

His portrait of Unser Sr is a long way from flawless. Junior's parents divorced when he was young, Al citing his father's infidelity, and he describes how he was "raised by Dad's belt". But there's also a lot of love and affection directed towards the four-time Indy winner too. "I look at my childhood and it was really good," Al tells us. "I had great parents, and even though they divorced they were always there for me throughout my life. Yes, I was raised with a belt" — there's that chuckle again — "but everything my dad did was for the betterment of me. He didn't know any different because he was raised by a belt. He did the best he could and quite honestly he did a great job. Dad definitely has a heart because although he was hard on me, by the end of it he was there for me. He is today."

Unser describes "two Al Jrs" existing through his life: the professional racing driver

who was fully focused at the tracks and got the job done; and the car wreck behind closed doors, who lacked self-esteem and turned to marijuana, cocaine and alcohol to get through the slow days. Somehow he and first wife Shelley, whom Al married in 1982 aged just 19, kept their shared hedonism mostly between four walls.

There's some fascinating insight into his troubled state of mind from the racing stories. After an apprenticeship served in karting, Super Vee, an ill-starred spell in sprint cars and a much more positive experience in Can-Am, Little Al made his IndyCar debut at Riverside in 1982, driving for Rick Galles on a grid that included AJ Foyt, Mario Andretti, Gordon Johncock and his dad. In other words, his idols. Through attrition, he finished fifth that day in California, and beyond the initial euphoria a strange reaction set in. "I was truly depressed," he writes. "The immortals had become mortal. They were racing legends

carved in stone. But now? Only men. Flesh and blood. To me, it was profoundly sad."

"I was surprised that I was depressed because I did have a great debut at Riverside," Junior tells us. "I was racing against Dad and all these legends I had on a pedestal and just to be able to race with them was itself a great thing. But I was let down: it just proved they are men, just like myself and yourself. And that folds into my dad telling me 'the Indy 500 is just another race!'" Big laugh at this. "What? Are you kidding? It's not just another race. But when you get to reality, that's what it is. I've been witness to Juan Montoya doing interviews when he says, 'Hey, there ain't nothin' special about this place. You just go out there and treat it like it is.' He's right. However, it is the Indy 500."

The Brickyard is a lifeline through Al's story. "Jade's impression of the book is that it's my love story for the Indy 500," he says. "It just shows the love I have for the place. ◉

When you are in the groove and everything is going good for you, it's heaven. Because it didn't happen that often. I ran the race 20 times and there was only three or four that were actually fun and enjoyable. The rest of them... shit, I've gotta wait a whole year to come back."

His telling of the first 500 win, for Galles/Kraco in 1992 and at the 10th time of asking, is spine-tingling, especially how he held off Scott Goodyear in a dash for the line where just 0.043sec separated them. But as is so often the case, it's the losses that stick out more. His defeat in 1989 to Emerson Fittipaldi, who stuck him in the fence on lap 198 of 200, is one of the most heartfelt and dramatic accounts of a race climax ever written.

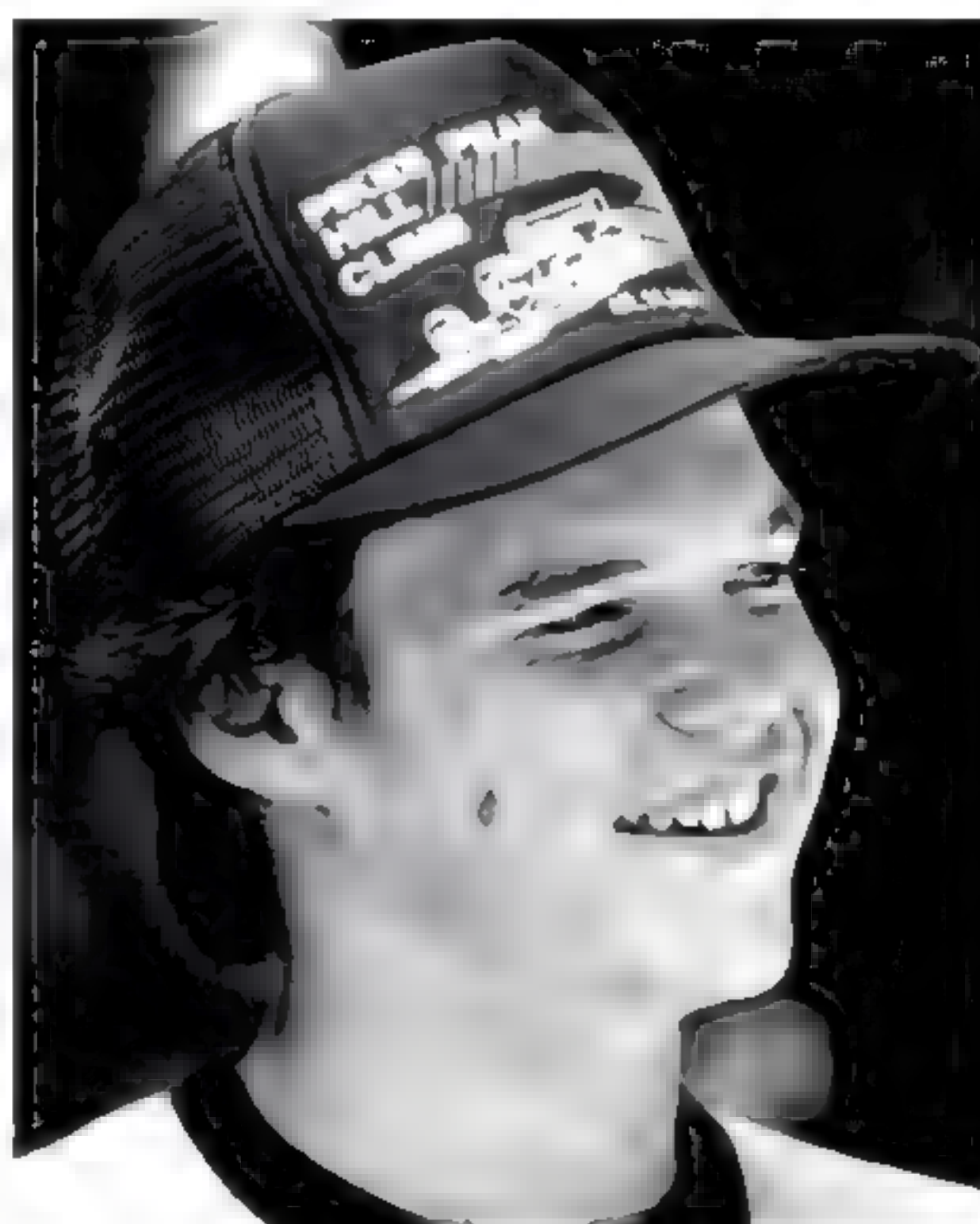
"1989 was a heck of a year. I still consider that race truly my best drive, in all the years that I competed at the Indy 500," he says. "And the team [Galles/Kraco]- nobody made any mistakes. It was calculated all the way. As a matter of fact if that last yellow flag hadn't have happened, we were cruising to a 30sec victory over Emerson and I would never have had to race him at all. That's how well-planned out that whole race was, with the soft compound tyres. It was all what my father was saying: just get to the end, there's only one lap you want to lead and that's the last one. It was my seventh year at Indy, it was going perfect and we didn't show our hand until the end. When I was going down the back stretch and [slower] cars had wrecked my momentum, Emerson was able to get up alongside me. But once we got halfway down that straightaway I started pulling away from him. Well alright!"

It was your corner, we say... "Oh yeah. And then Dad came into the hospital saying, 'You can win this race.' I'm like, 'What are you talking about? He's drinking the milk!'" Al Sr was pushing his son to protest but Junior didn't bite. "I had never been to Victory Lane with my dad's four wins. I was supposed to be there in 1978 with my sisters, and I got in trouble for dipping school so I was grounded!"

Perhaps the defining image of his career is Al Jr standing next to the track giving Fittipaldi a handclap and double thumbs up as the Brazilian celebrated his first Indy win. Junior won plaudits around the world for his sportsmanship, although as he tells it in the book, his intention as he walked out there was to "flip him out" (the handclaps do look sarcastic). That crash hurt him a lot more emotionally than it did physically, and yet his strong friendship with Fittipaldi survived. "Well, it was Emerson," he says. "He has a certain aura around him, like Mario Andretti. Emerson is a man of kindness and true care

for his fellow drivers. If it was somebody else in 1989 maybe there would have been a different reaction. We'd already been close friends. For example, he's godfather to Shannon, my second daughter, and that happened prior to 1989. We are still very close to this day."

The pair shared a great deal more as teammates when Little Al finally achieved his life's ambition of signing for The Captain, Roger Penske, in 1994. After the landmark victory for 'The Beast' that season, the pair experienced what remains an unbelievable low in 1995 when the Penske drivers



"The crash hurt him more emotionally than it did physically"

sensationally failed to qualify for the 500. The rules loophole had been closed, but even with standard Ilmor power the Marlboro cars should have been in the mix for the win. Instead, their month of May unravelled, the team even switching from its own chassis to a Reynard, before Al made a desperate last-ditch attempt to make the cut in one of Bobby Rahal's Lolas. The growing sense of anxiety in those weeks is a key chapter, Junior describing it as the moment when the two Als began to converge.

"It was the first time I really felt true loss [in my racing], true depression," he says, although as he does in the book Unser emphasises he has never been diagnosed with clinical depression, even in the worst year of his life in 2012 when he held that Colt handgun to his head. "Shelley had depression and would tell me about her head spinning, how she would get dizzy," he says. "I didn't get it. Well, in 1995 when we missed the show at Indy, flew back home and I went outside the next day I had that spinning where I was dizzy and almost fainted. I wasn't supposed to be in Albuquerque. I was supposed to be at Indianapolis in the race, and it all came rushing back. Had it been with another race team it probably wouldn't have hurt as much. There are responsibilities you take on when you work for The Captain. There's automatic responsibilities and I felt I had let him down. I couldn't escape that."

In the chapter titled *Dead Man Walking*, Junior ruminates on the team never trying a softer rollbar all month as indicative of what went wrong. It's hard to believe the tailspin Penske was pulled into. "It truly is," says Al. "It was a God thing that had Penske missing the show. Roger himself waving off Emerson's qualifying run because it wasn't quick enough, but which would have made the cut. Then me jumping in the Lola from Rahal. The first time I drove it I was convinced I would run flat through Turn 1 and as soon as I turned the car almost spun right out, it was so loose. Woah, what the hell! Anything and everything went wrong. God's in control of everything and He wasn't done with me yet."

Junior raced on for Penske, sadly with diminishing returns, until 1999 as his demons began to drag him down. As he says in the book, The Captain was always straight with him and he has no complaints that in the end a new deal was kept off the table. Today, Unser is full of praise for his old boss and the job he is doing running IndyCar and the Indianapolis Motor Speedway.

"Roger is such a special person," he says. "He's going to make everything better. I actually can't put into words what makes him special because he's that unique. I used to think of him as a machine and machines don't sleep. When I drove for Roger and actually had a relationship with him, I realised he's a man. He works so hard at everything he does, but he is a man, he needs his sleep. Once I realised that it made him ever more special and unique. He's blessed with the thoughts that God puts in his mind."

In the early years of this century, Unser turned to the Indy Racing League to further his career, but by 2004 found himself



Beating Scott Goodyear to the yard of bricks in 1992 — by just 0.043sec. Right: Sr and Jr went head-to-head in 1985. Dad won the title, by a point



A reunion with Rick Gales took Al Jr back to Indy in 2000 for his first race start in the 500 since the Penske 1994 win. An overheating engine meant there was no fairy-tale.

driving a car without sponsor stickers. Arrests had occurred by now and the public was all too aware that this was one icon who had fallen far and hard. Attempts to stay on the straight and narrow, including a spell working for the IRL as a driver coach in 2008, tended to be shortlived. “The hits just kept on coming,” is how he puts it.

The volatile marriage to Shelley ended in divorce in 1999, while his second wife Gina – who he once left stranded by the side of an interstate after a row at 3.30am – stuck it out for 12 years. How he behaved in his relationships with women makes for uncomfortable reading, as do his accounts of Shelley’s behaviour during their life together – especially as she is not here to have a right of reply. She died of cancer in 2018.

Unser says he made his peace with the mother of his four children, but you can’t help wondering how she would have felt about a book that lays bare so much that is personal. He pauses for a moment. “I would hope that she would say that she loves it,” – the chuckle is a little awkward this time – “I would hope that she would say that it’s truthful and that she approved.”

Today it seems Little Al is finally on the right track. As you’ll have probably gathered

“Michael Andretti is such a success – and I’m such a failure!”

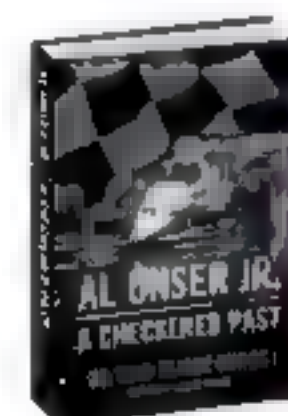
by now, his faith has become the central light of his life, he has a new partner Norma who “accepts me for who I am” – and he’s been sober since May 20, 2019. Unser has also worked his way back to motor sport, helping young racing drivers take their first steps with a Formula 4 team called Future Star Racing.

“Most of the kids that have real talent, the parents pay for their racing and it’s so expensive that they can’t make that next step,” he says. “I was born into the racing world and I was so blessed, to truly love it and enjoy it and have my dad and Uncle Bobby with the experience that they passed to me. Today, all I’m trying to do is pass that on, like Rick

Mears, who helped me so much during the Penske days.”

It’s heartening to speak to Little Al from Albuquerque. But it’s heart-breaking too. He compares himself to his fellow second-generation racer Michael Andretti. “I look at him as a direct contemporary to me and he’s such a success – and I’m such a failure!” He says it with a big smile, but still... Michael never did win Indy as a driver. But Unser is full of praise for Mario’s boy. “He’s gone on to be an IndyCar owner, he’s looking at an F1 team now and I am so happy for him. He’s put in the work and he deserves the rewards.”

The final chapter of his book is titled *Redemption*. After all he’s been through, Unser surely has so much now he can give back. “I hope so,” he says. “That’s in God’s hands. I pray to Him all the time to help me with the words and wisdom to pass on. The glory goes to him, no matter what.” But it’s down to Little Al to keep on the straight and narrow. Keep your fingers crossed for him. **●**



***Al Unser Jr: A Checkered Past*, is published by Octane Press. It is available to buy from the Motor Sport shop via our website**



Tell-tale neck brace at Williams F1 test in 1992. It was an unhappy experience

Formula 1: a bad aftertaste

Al Unser Jr recalls an ill-fated test for Williams and an awkward conversation with Benetton

Bernie Ecclestone offered Al Unser Jr a Brabham Formula 1 drive in 1986, according to *A Checkered Past*. Little Al had just missed out on a first IndyCar title – by one point to his dad! – and declined the offer because he was driven to win the Indy 500. But F1 came calling again at the end of 1992, after Unser had won his first 500, when he was offered the chance to test for Williams at Estoril. It was not a happy experience – and the team’s co-founder and technical director Patrick Head isn’t someone Little Al remembers fondly.

As he says in the book, “Emerson Fittipaldi had warned me: ‘You don’t want to go F1. It’s not like over here. Here, we look out for each other. In F1, it’s really cut-throat, even on your own team. They will stab you in the front, they will stab you in the side, and they will stab you in the back. And that’s your own team. Al, don’t go to F1.’”

But the chance to test for Williams, which had just dominated the 1992 season with Nigel Mansell and the brilliant FW14B was too good to resist. The trouble was it appeared to Unser that Head didn’t really



Running on empty: no sponsor would touch Al Jr. in 2004 when he ran a plain Dallara at Indy for Patrick Racing

want him in the car. He flew to England, had a seat fitting, then jetted straight to Portugal and jumped in the Williams with severe jet lag. Unser struggled with his neck and adapting to the performance of a car that was nothing like his Galmer Indycar – and he never got to test the car with all the electronic ‘gizmos’. It was a harrowing and deeply hostile experience, as Fittipaldi had warned.

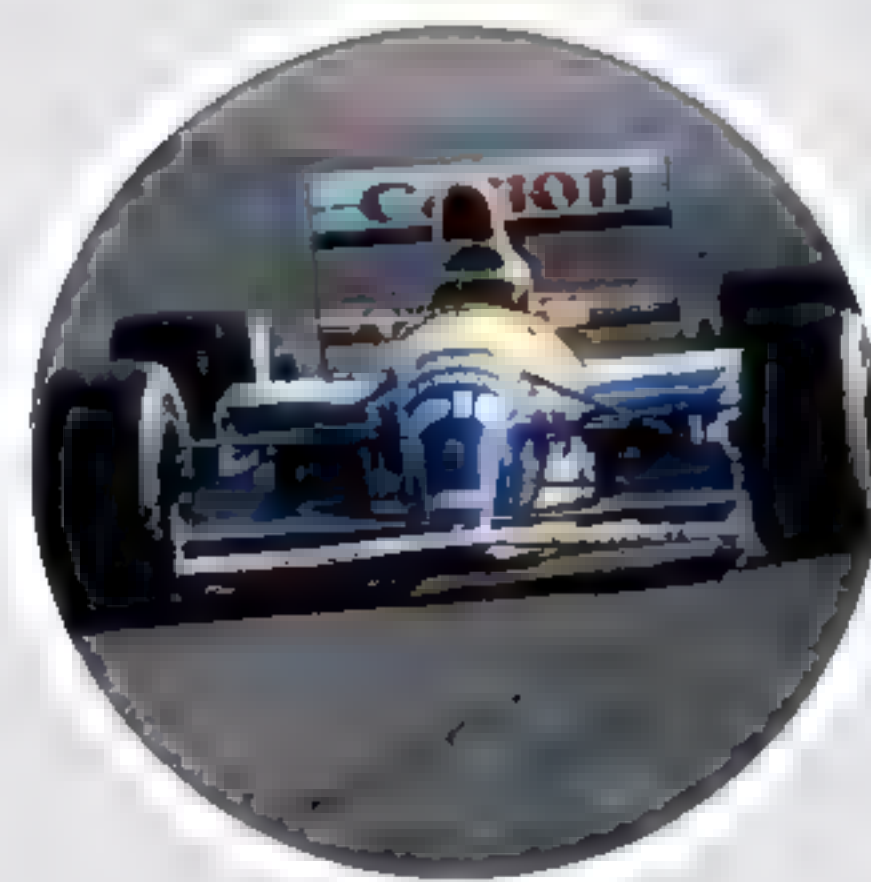
As Little Al tells us, he wasn’t the only Unser to struggle with Patrick Head: “I don’t go into it in the book but in 1980 Bobby Hillin, a Texas oil man, hired my father and their Indycar was a Williams.” The Cosworth DFX-powered Longhorn Unser raced at Indy in 1981 was an evolved FW07. “Dad developed it and he had a real tough time with Patrick Head. They automatically felt it was going to be a bomb and my dad drove it – and it was a piece of shit. With Dad’s perseverance he

was actually leading the race at Milwaukee and at a pitstop one of the crew didn’t get the right front tyre on straight, he went back out and the wheel left the car going into Turn 3 and he went up in the fence.”

Michael Andretti’s aborted 1993 season with McLaren perhaps suggests it was just as well Al Jr didn’t land an F1 drive. It would have meant a huge upheaval to his life, although Unser says: “I knew that. I guess that’s why I told Bernie Ecclestone ‘no’ when he called me up in 1986 because I knew what the commitment level was and had to be. But I didn’t know how political it actually was. In 1992 Frank [Williams] wanted me in the car and Patrick didn’t – because I wore a gold Rolex.”

There were talks with other teams too, although Little Al struggles to remember the names of those he dealt with. “I got that same feeling when

I talked to the head of McLaren, I’m trying to remember his name...” Ron Dennis, we prompt. “Yes. And Fabio...” Flavio Briatore at Benetton. “And from Walkin...” Tom Walkinshaw, with whom Unser negotiated for a drive at Benetton too. “He brings me



over, says I’m going to drive his car, we make a seat, then go into his office. He knows what I make [in IndyCar] and he offers me a quarter of that – and he wants me to move over to England with my family, all on my dime. I looked at him: ‘Are you kidding? At the very

minimum you have to match what I’m making, and I’ll pay my own expenses because I do want to come and drive for you. Michael Schumacher was driving for him at the time and it was a winning thing. It was something I wanted to do. But I said ‘We’re done.’” He never did test for Benetton.

“That’s F1,” says Al. “I watch the F1 races today, I’m enthralled by it, I love the technology of the cars. But I know the politics now and it just turns me off. I love what Lewis Hamilton is doing, I feel for Bottas because I know what is going on there. Today I see it in Indycars. That’s why I admire Mikey so much and Bobby Rahal. They’re enthralled by it but when I look at IndyCar today it’s F1 in the 1980s. The politics that are going on is incredible. “It was the 1980s when Emerson said to me F1 is not like it is over here. Today in IndyCar racing it is not like it used to be either.”

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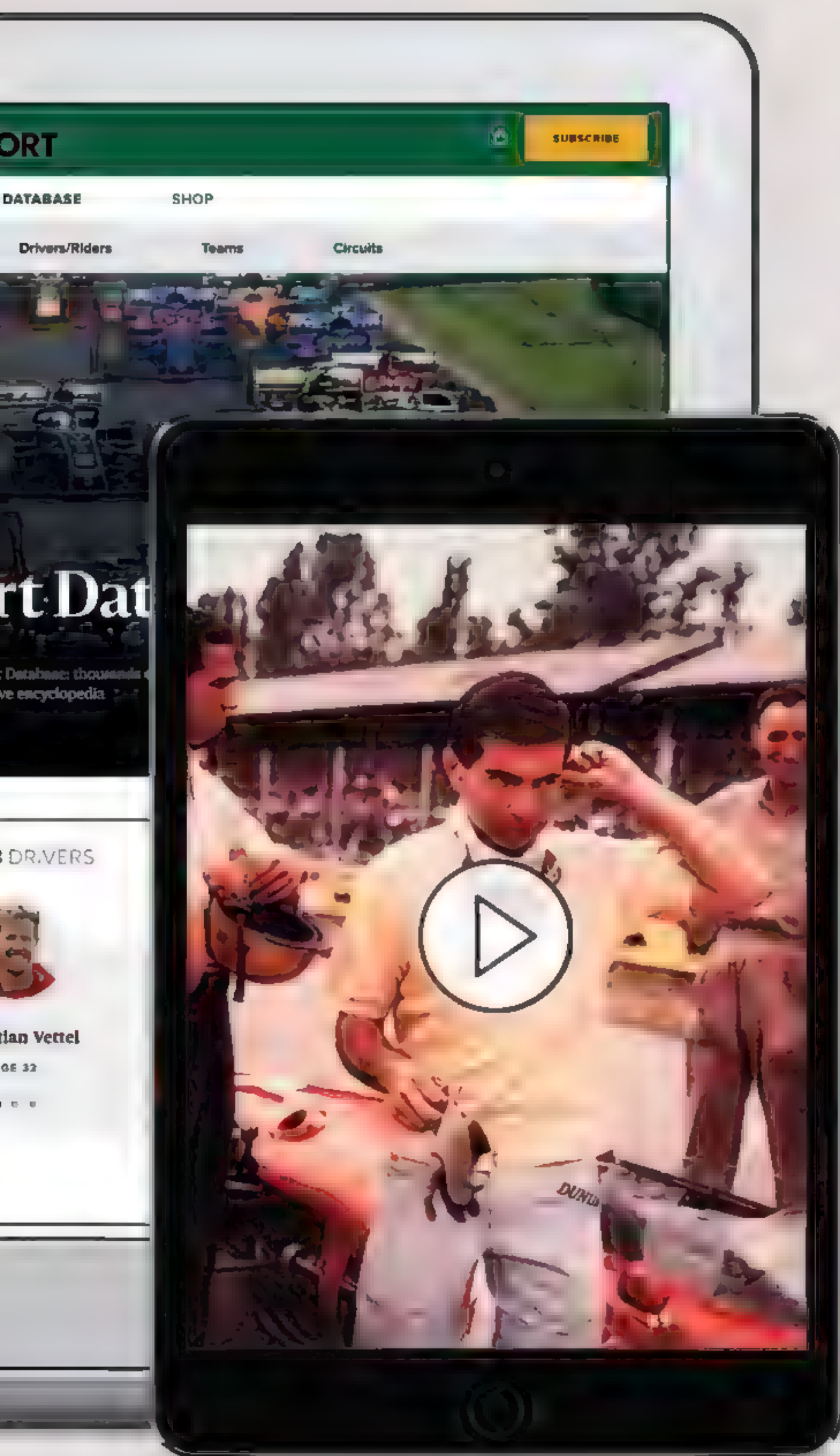
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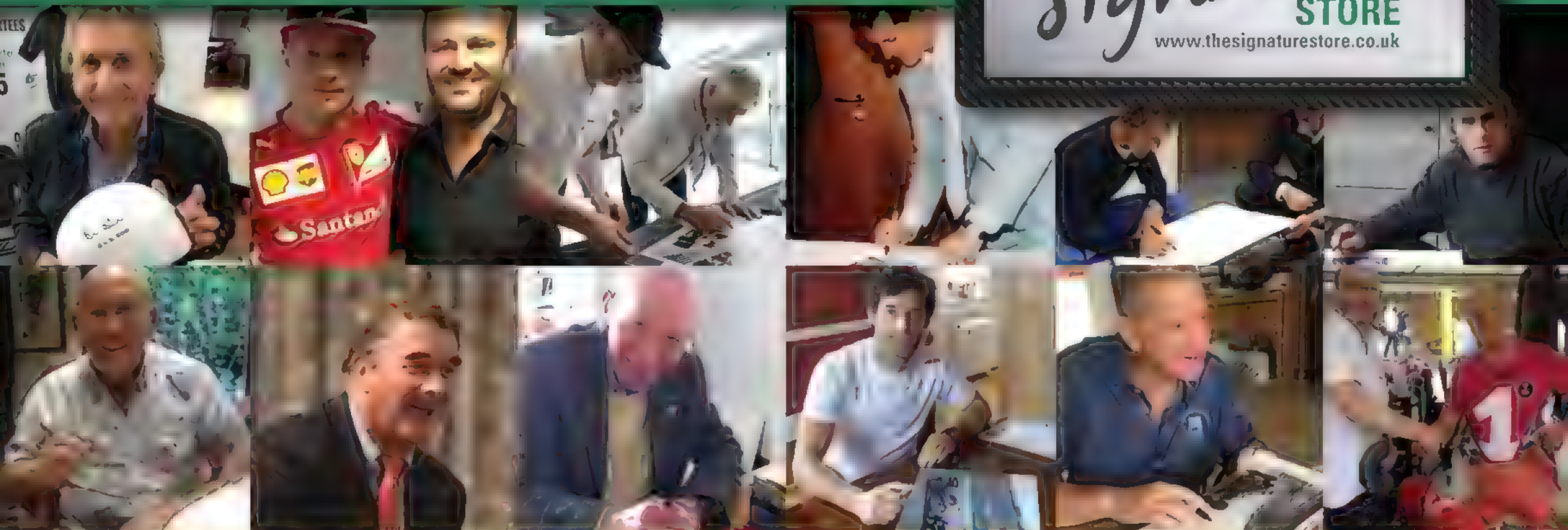
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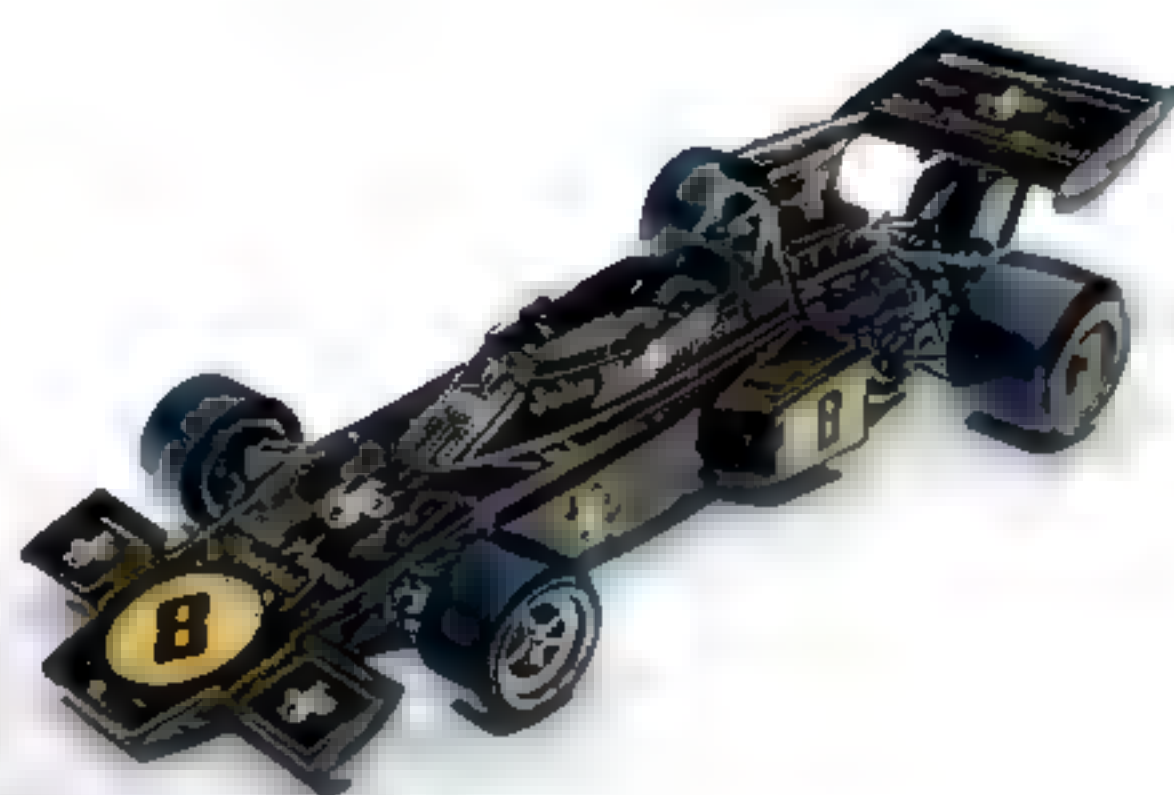
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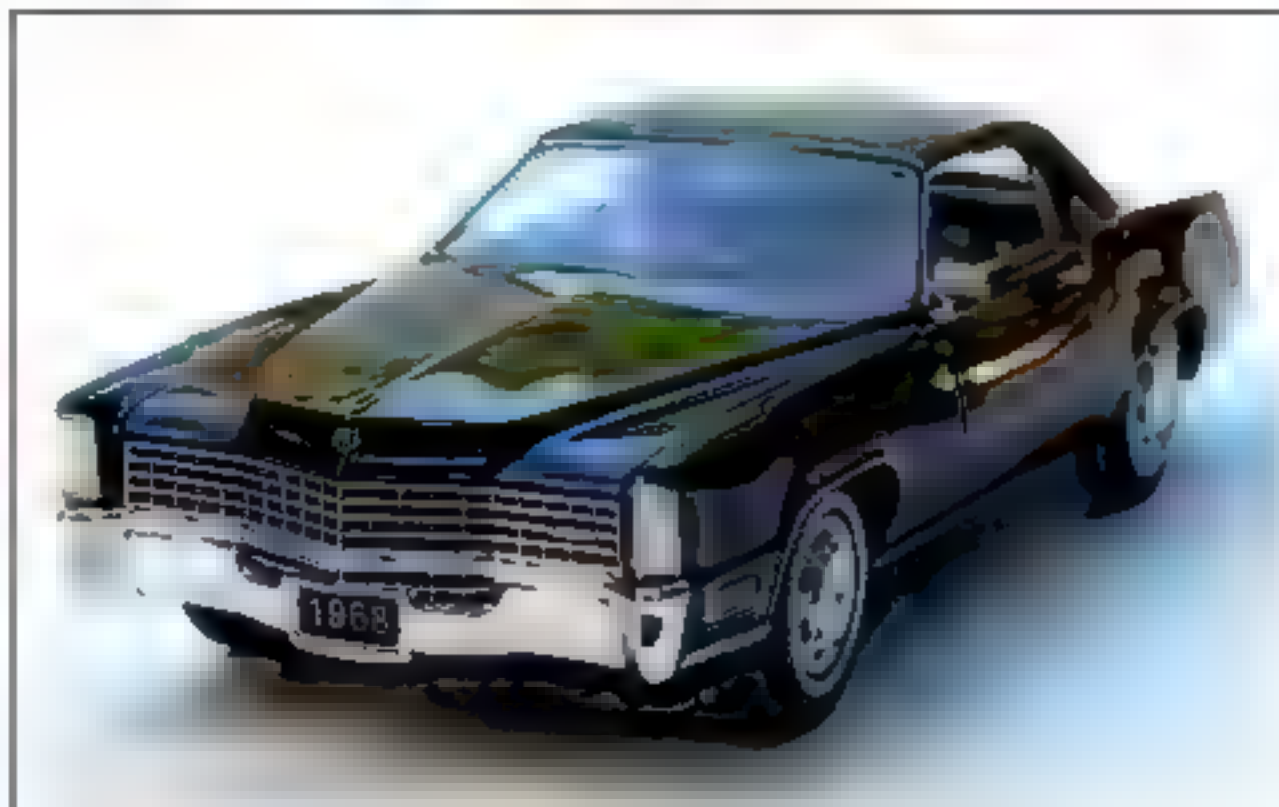
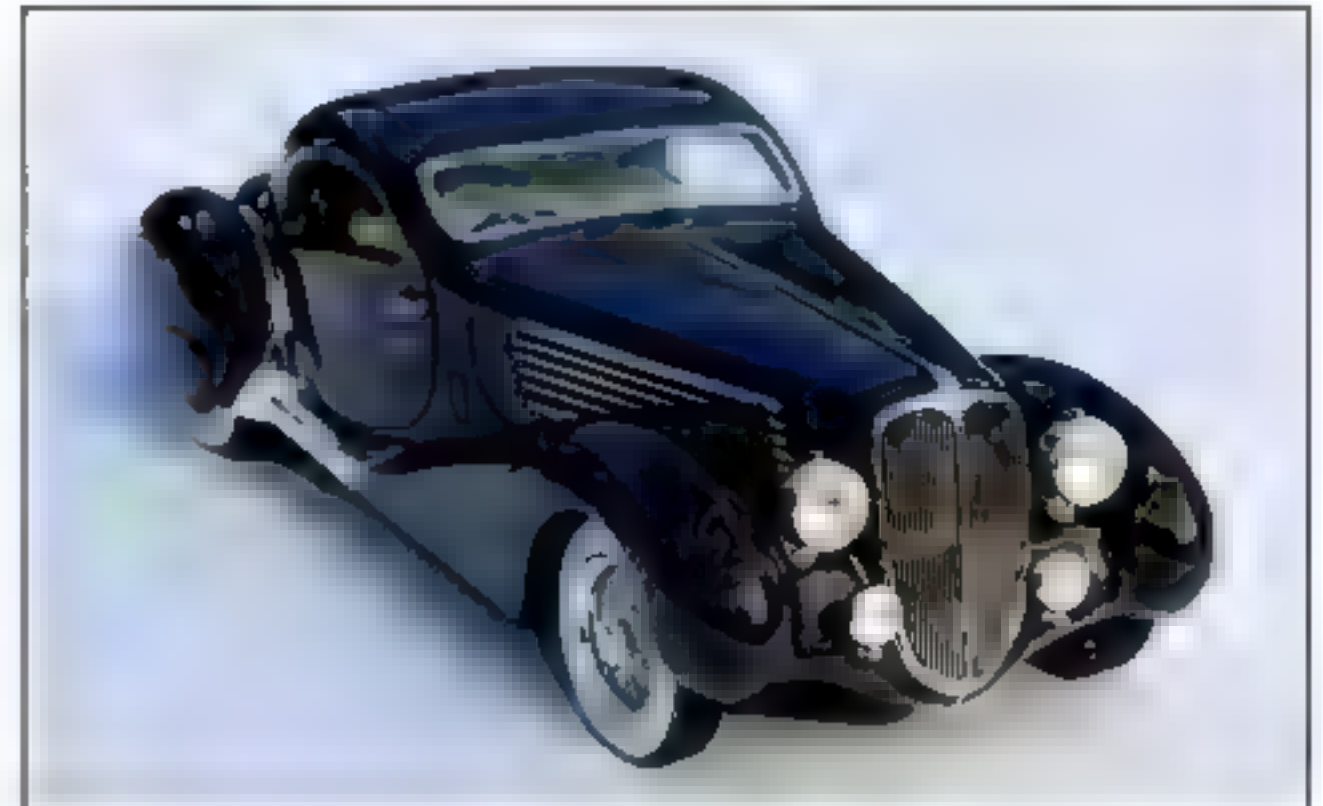
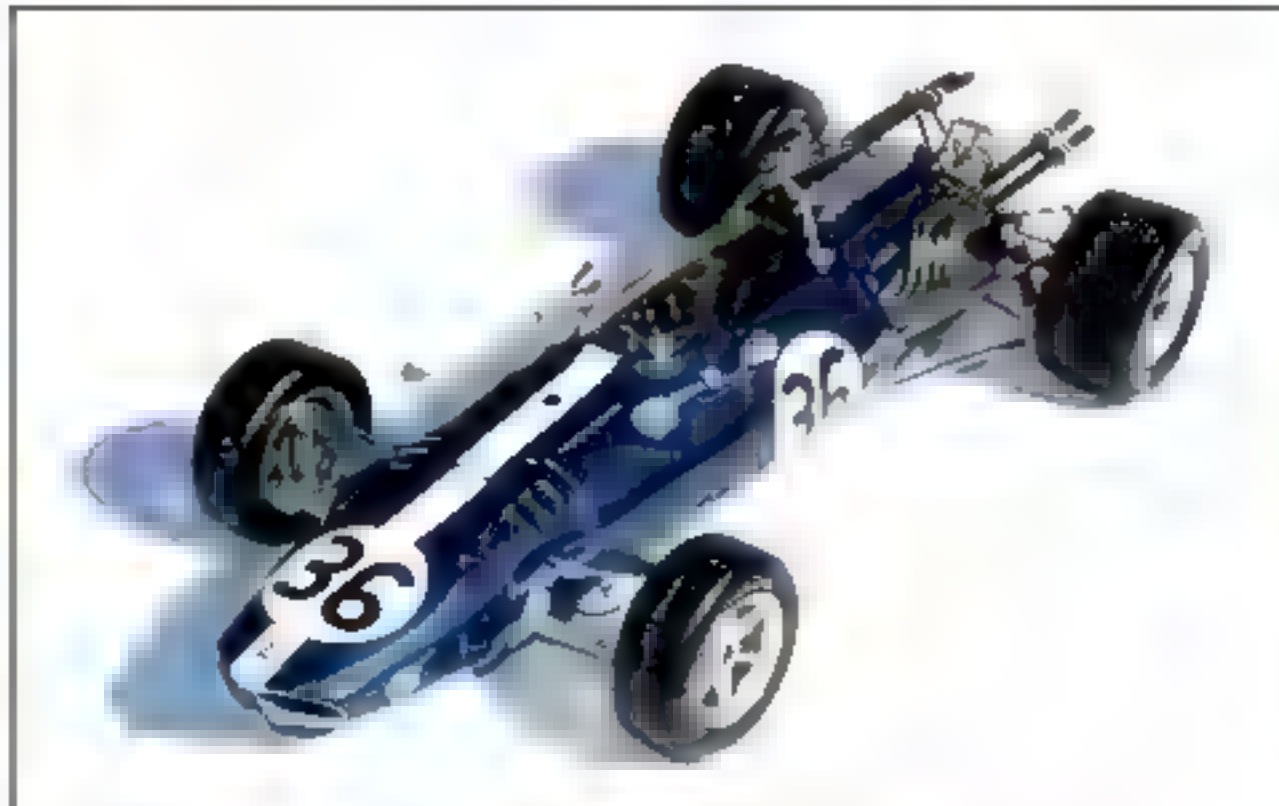
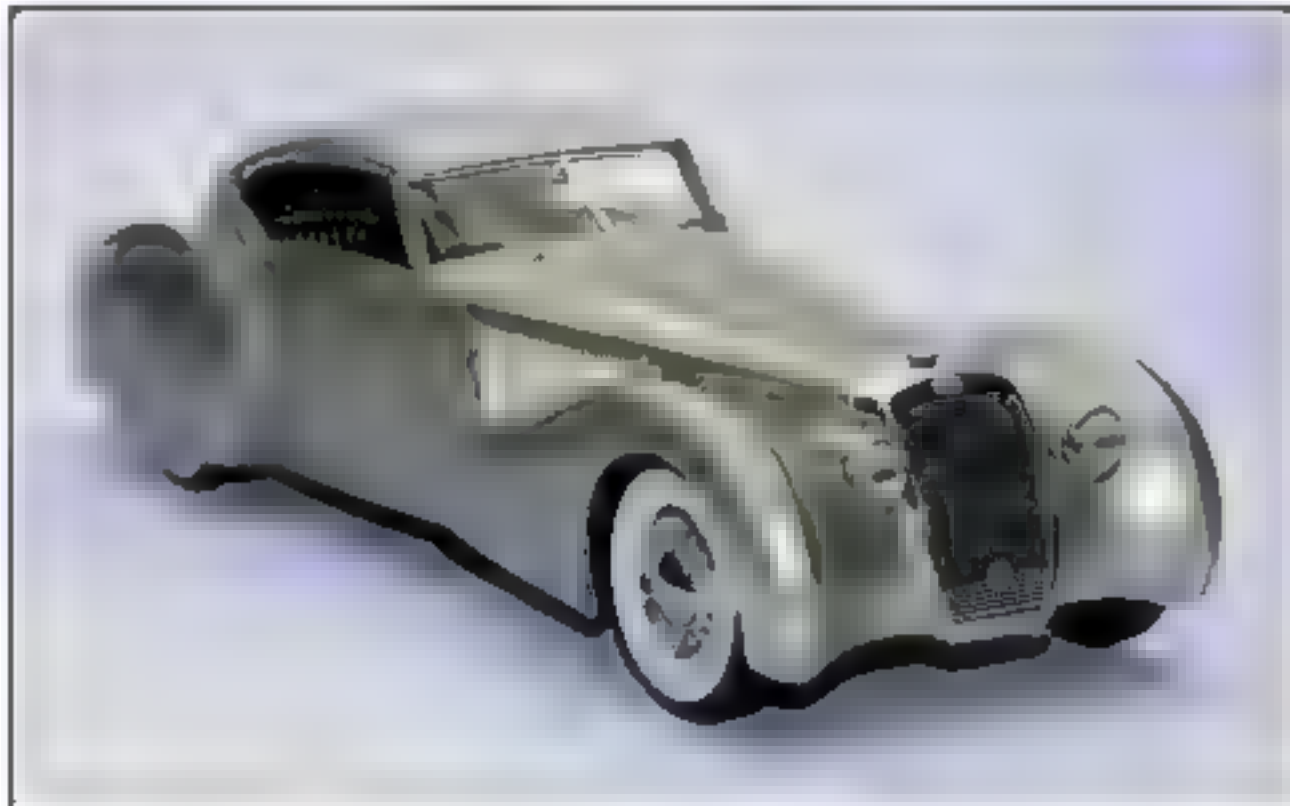


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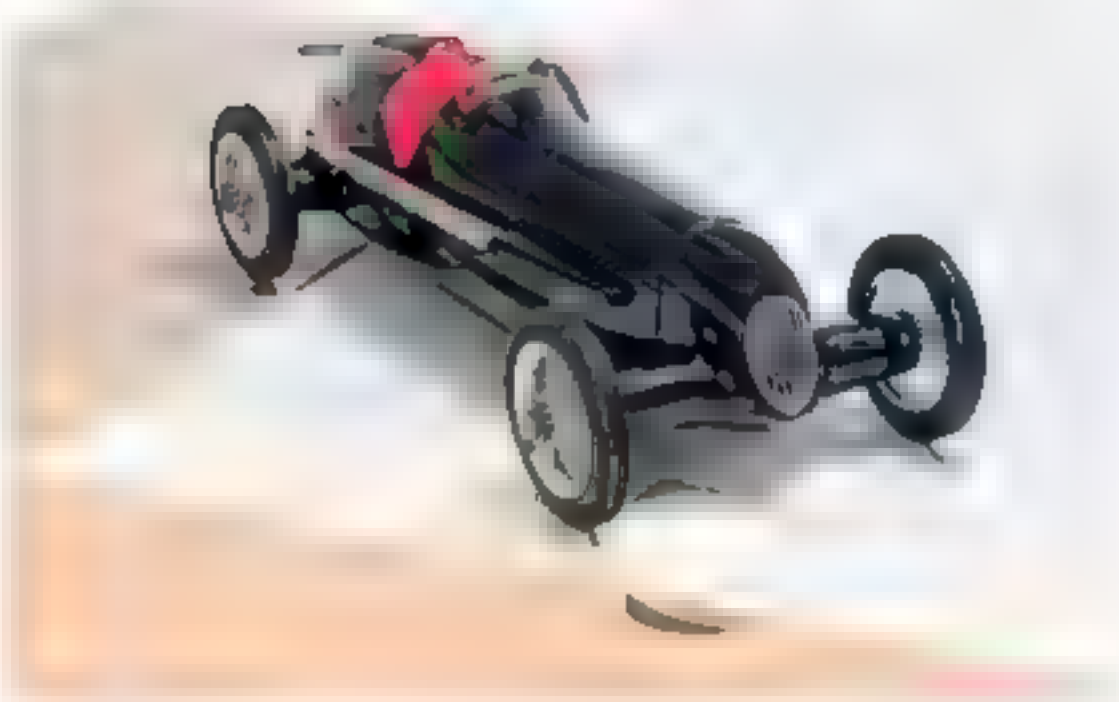
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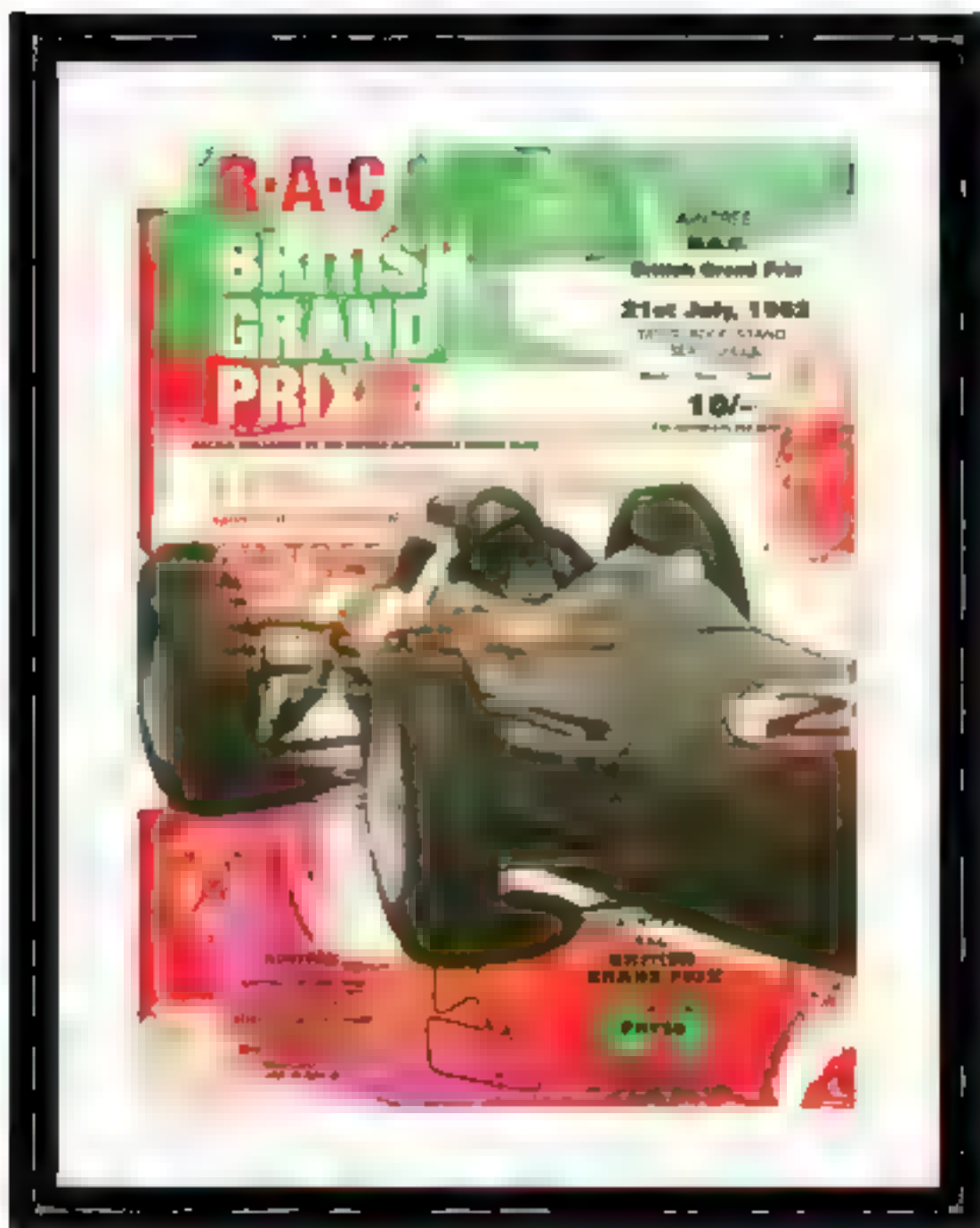
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A. Stirling Moss continuation full-scale helmet, handmade by Bill Vere (of Herbert Johnson), Everoak, £1495.00 | **B.** Mike Hawthorn 1954 exact replica helmet by Everoak, £1995.00 | **C.** Juan Manuel Fangio full-size exact replica helmet by Everoak, £1995.00



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London artist Allen creates stunning automotive works in oil paints. This Lamborghini Countach is titled 'Great Italian Job'. Quite. From £49

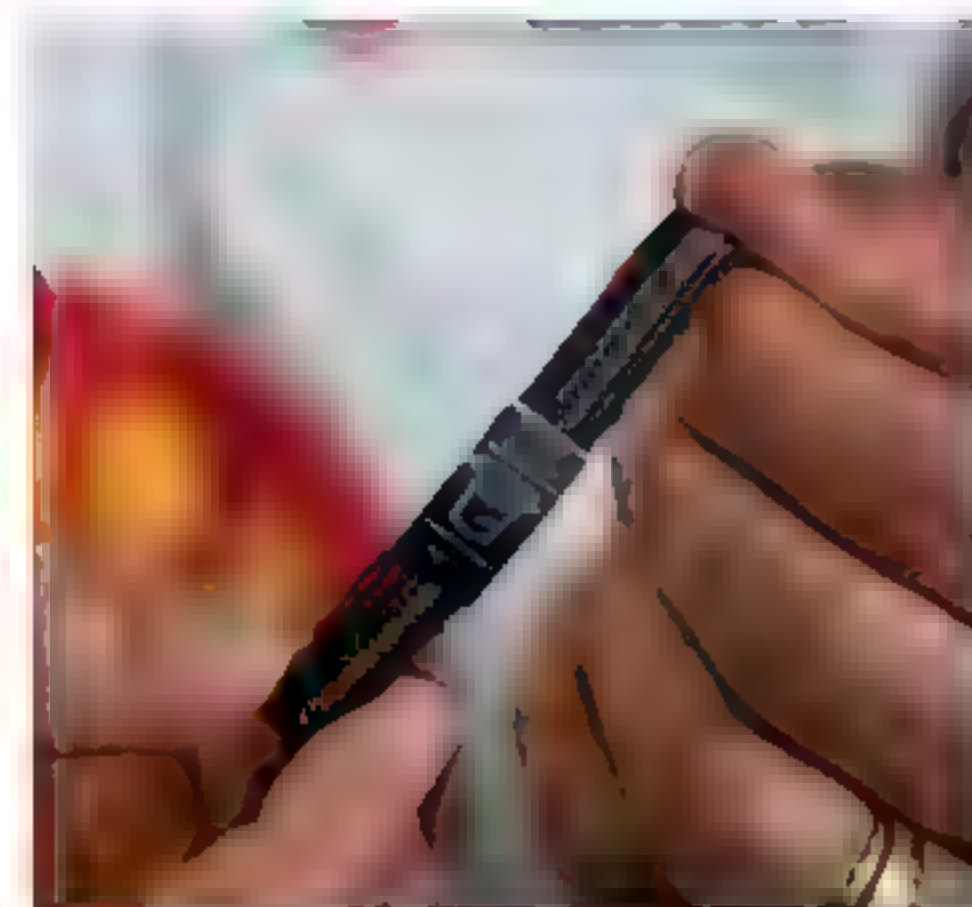
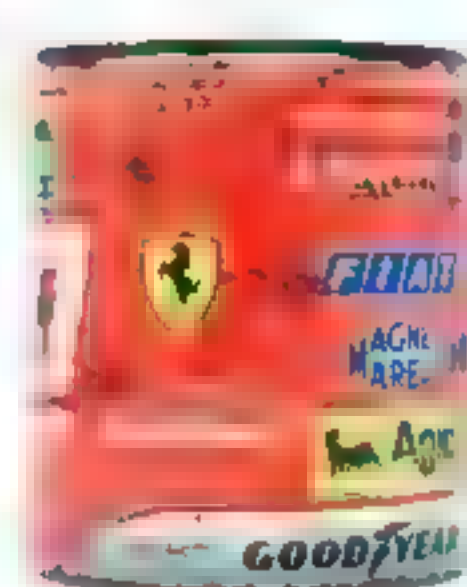
A FLOCK OF FERRARIS

D. 'Fire and Iceman', limited edition lithographic print, signed by Kimi Raikkonen, £149.95
E. 'The Casino', limited edition lithographic print, signed by Kimi Raikkonen, £99.95 | **F.** Nigel Mansell Ferrari F1-89 1989, signed, £499.95 | **G.** Kimi Raikkonen Ferrari SF71H 2018 1:43-scale model, signed, £69.96



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£69.95 | **E.** Emerson Fittipaldi Lotus 72D (Golf Leaf), 1971 German GP 1:43 model, signed, £69.95 | **F.** Kimi Räikkönen Ferrari SF71H 2018 1:43-scale model, signed, £69.96 | **G.** Taxi for Senna chromed sculpture, signed by Nigel Mansell, £99.95 | **H.** Crash helmet bottle stop with adjustable visor, £18



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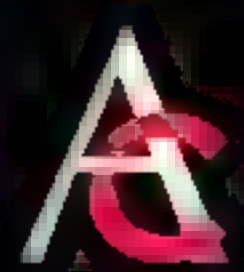
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The Jacky Ickx/Jackie Oliver Ford GT40 like you've never seen it before, thanks to artist John Ketchell. Each print is signed and numbered *Standard* £49 *Premium* £129



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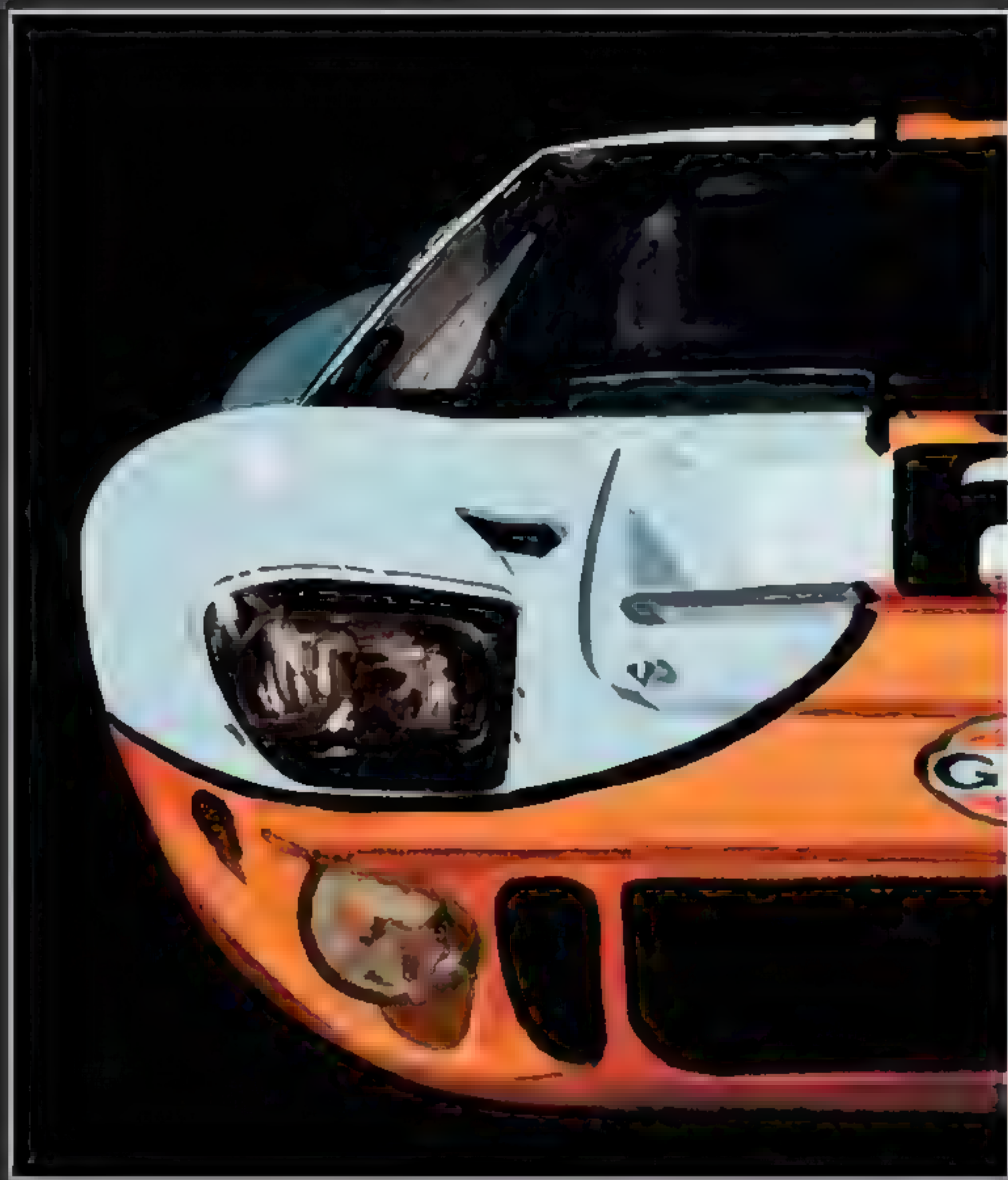
SAFETY BY STEWART

- F.** Jackie Stewart 1969 Tyrrell 1:2-scale replica helmet, signed, £299.95 | **G.** Jackie Stewart 1:2-scale official Bell replica helmet, signed, £350 | **H.** Jackie Stewart 1:2 scale official Bell replica helmet, unsigned, £250



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www.MartinAllen.art



About the Artist

Martin Allen is a London based artist. Martin came to oil painting through a circuitous route, having drawn for most of his life and being largely self-taught he was eventually re-introduced to oil painting as a preferred medium to create his varied and diverse work. The methods he uses to paint are classic ones, with layered paint applications rounded off by oil glazes. These create, add depth and harmonise colours. He is a member of the GRRC and has shown numerous times at Goodwood, The Affordable Art Fair and others, been a finalist at the 'London art Biennale 2019', alongside various commissions including work for the BP Shipping collection, and most recently Vogue Magazine.

To find out more about his art and enter a free competition to win a signed limited edition print simply visit:

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THE SHOWROOM

BUYING, SELLING, AUCTIONS, MEMORABILIA



Little wonder

Fifty years ago, Lenhams were head-turners and pretty good on the track. **Simon de Burton** has found an example that's 'as new'

THE LENHAM MOTOR COMPANY was born during the 1960s when such 'boutique' marques that built interesting specials based on mainstream models were springing up all around Britain.

The foundations of the business date to 1962 when Julian Kingsford-Booty and David Miall-Smith set-up The Vintage and Sports Car Garage behind the Dog & Bear Hotel in The Square, Lenham, Kent. Although they were

initially focused on restoration and repairs, the pair's skills were recognised by a customer who unexpectedly commissioned them to create a hardtop roof to turn his damaged Austin-Healey 'Frogeye' Sprite into a coupé.

The well-executed result was hand-formed from aluminium, with the sleek look prompting further enquiries from Sprite owners that resulted in the duo designing glassfibre moulds from which aerodynamic body kits could be laid up.

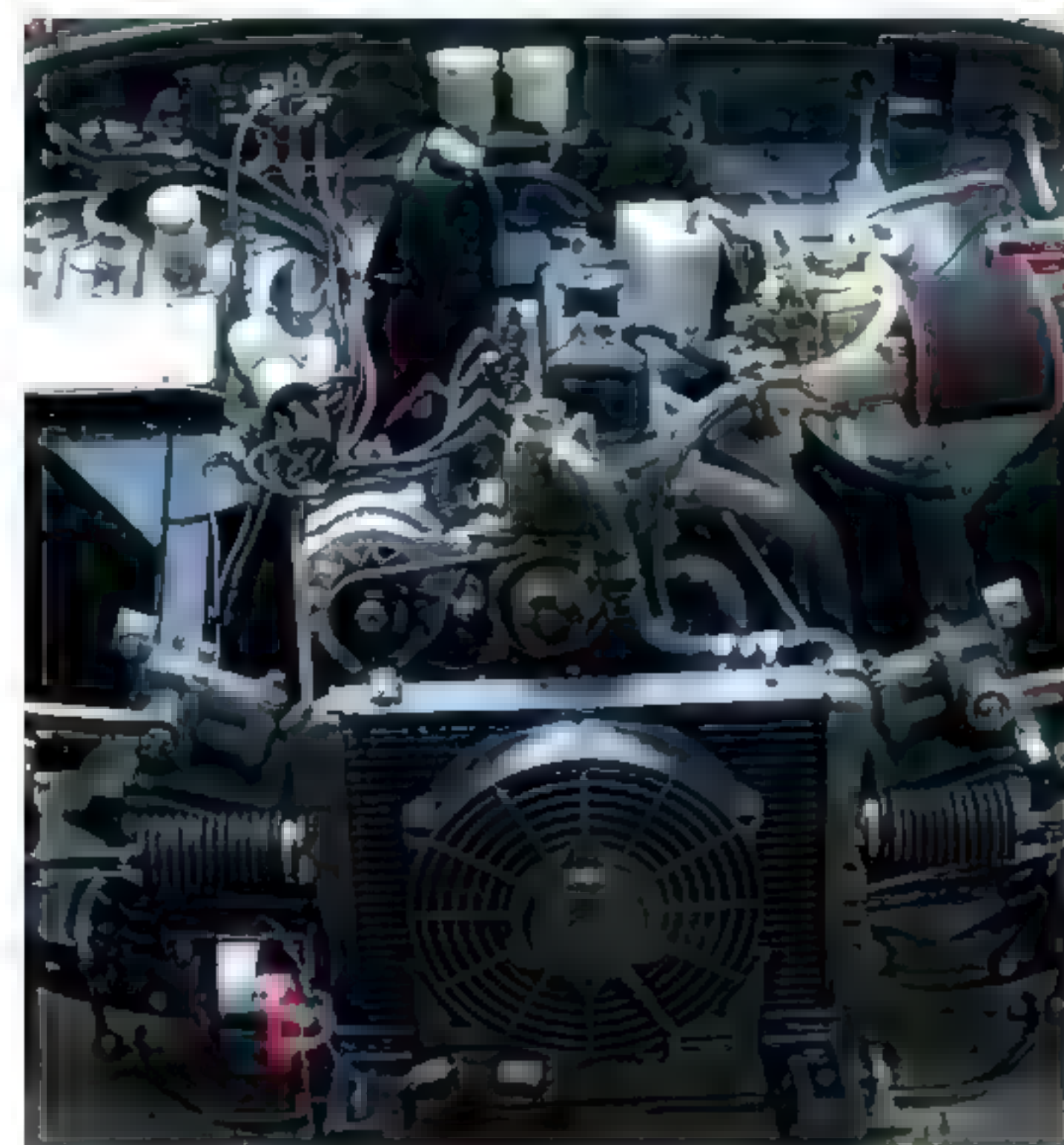
The kits became more sophisticated with the arrival of the later Sprite and MG Midget models with their wind-up windows, resulting in a design called the Lenham Le Mans GT which proved sufficiently popular for the firm to abandon restoration work, move into larger premises and register the Lenham Motor Company Ltd in 1967.

Soon Lenham was offering a whole range of fastback designs, bonnets and hardtops for models including the Triumph Spitfire, MGB ●



This Le Mans GT, on a 1972 MG Midget chassis, has fresh pipes, hoses and electrics

Below: a supremely clean 1293cc engine has yet to feel the strain of the track. The car is described as “on the button in every area”



and even the Jaguar E-type – but it was the ‘Spridget’ conversions that worked the best, not least since the weight-saving glassfibre turned tuned versions of the small-engined cars into useful track weapons (one of the most famous being the Lenham GT Midget in which John Britten won 14 races in the 1966 season to take the Peter Collins Memorial Trophy for ‘most promising newcomer’).

As the Lenham marketing material revealed, the kits were ‘engineered for speed, with comfort and safety’ – and, as can be seen from the example here, they did a great deal to improve the aesthetics of the standard Spridget, too.

The car on offer has been the subject of a meticulous rebuild by a leading (but anonymous) figure in the historic racing world and was created using the engine and mechanicals from a Spridget-based Ashley sports car that was damaged beyond repair

during a Silverstone practice session. After being stripped to the bare bones, every original component of the Lenham that was salvageable was refurbished to ‘as new’ condition before the car was fitted with the Ashley’s fully rebuilt 1293cc engine – which has never since been used on track – along with a new clutch and gearbox.

Rebuilt suspension, a full rollcage, plumbed-in fire system and road registration complete the picture of what is, essentially, a showroom-fresh Lenham Le Mans.

What vendor Bob Cranham hadn’t appreciated before the rebuild, however, was that his 6ft 3in frame doesn’t actually fit inside the stylish fastback – hence the search for a slightly shorter buyer.

1972 LENHAM LE MANS GT

On sale with Bob Cranham, Surrey, 01737 224175. Asking £24,750



No Mr Bond, I expect you to buy

With 007 adorning the side of every bus, now is the time to own a **1934 ROLLS-ROYCE SEDANCA DE VILLE** in Masons Black and yellow. The ultimate Bond villain drive, you’ll find one for £275,500 at **PETER JARVIS CLASSIC CARS** in Swanley, Kent, who describe it as “the most beautiful-looking Rolls we have ever seen”. All you need is a mute Korean chauffeur for the full look.

Post-Covid, 14% of Londoners want to up sticks*, with Devon sitting third on Rightmove’s most searched-for locations. Fuelled by the influx, a **HENDY PERFORMANCE** showroom has opened in Exeter next to Hendy’s existing Lotus dealership. “It’s for anything that gets the pulse racing,” said customer experience manager Lloyd Newbery. “Demand is tremendous.”

Custom-bike maker Mutt Motorcycles has just opened its new 35,000sq ft HQ in Birmingham. **THE HOUSE OF MUTT**, below, is in a former Victorian mill where you’ll find a showroom, shop,



workshops, R&D lab, coffee shop and, for your pillion, a whisky bar.

A **1985 PORSCHE 959 PROTOTYPE**, above right, – the seventh of 12 built – is at **MECHATRONIK** in Germany. It’s the oldest 959 in the world still on the road and was once owned by racing driver and dealer Vasek Polak. Controversial, but is this the best-looking Porsche ever built? £POA.



According to research by **BOOKMYGARAGE** one in five cars over 40 years old fails its MOT test – despite not legally needing one. The highest failure rates (2019-21) were Dodge with 55% from 143 tests, then Austin-Morris, 39% from 567. All Bentleys, Saabs, Opels, Toyotas and TVRs passed. **Lee Gale**



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1993 PORSCHE 964 CARRERA RSR 3.8



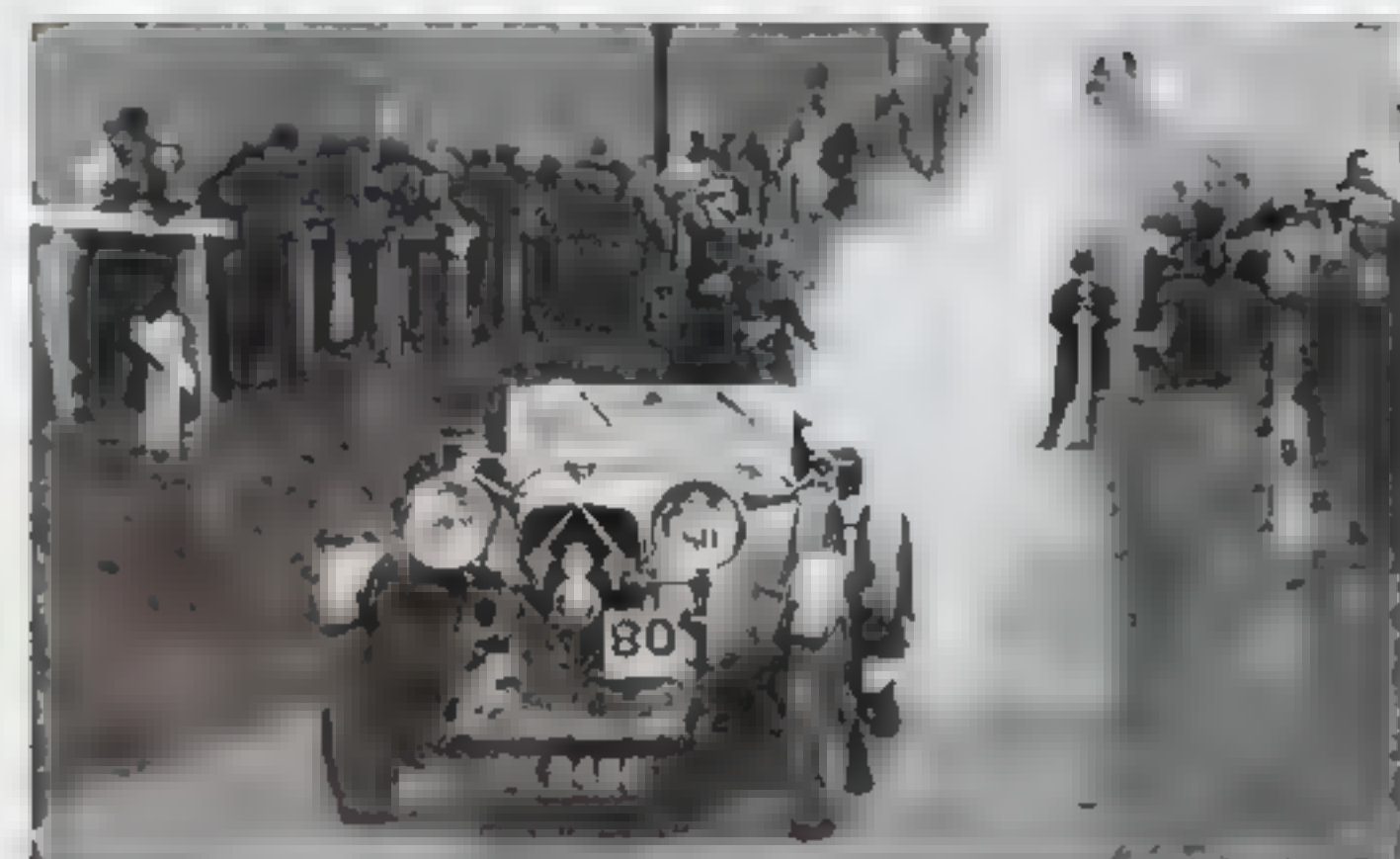
1979 PORSCHE 993 RSR 3.8



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-EX STIRLING MOSS-**



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1973 PORSCHE 911 2,7 RS TOURING



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AUCTION HERO

We want information...

If you will not be pushed, filed, stamped, indexed, briefed, debriefed or numbered, our own man of mystery **Simon de Burton** has the ideal run-around for you – a Mini Moke from *The Prisoner*

THE LOTUS SEVEN DRIVEN BY Patrick McGoochan as 'Number Six' is undoubtedly the most famous car to have appeared in the cult '60s TV series *The Prisoner* – but this Mini Moke isn't far behind.

Four Mokes were built for the show by Wood & Pickett after the customising house displayed one as a design exercise at London's Hilton Hotel with mock wood panelling, a striped roof, seats and spare wheel cover, red and black floor mats and a Moto-Lita steering wheel.

The 'look' was intended to attract the Saint Tropez set, but it caught the eye of a member of the production team for Everyman Films who thought the car would be ideal for its forthcoming production.

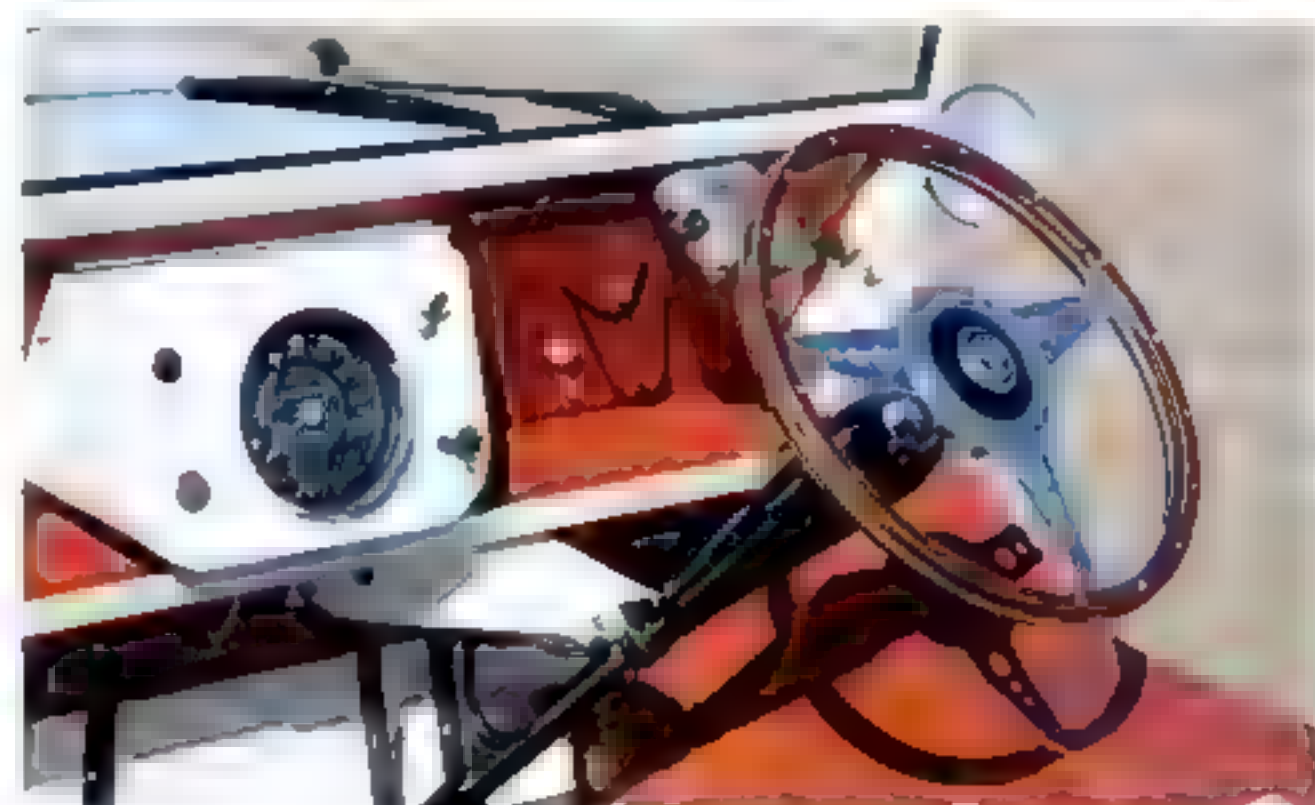
Just two of the four cars survived following a props sell-off at the end of filming in 1967, shortly before *The Prisoner* was released (pun not intended).

The Mokes were generally shown with a 'taxi' sign in place of a regular number plate, but in what film types call a 'continuity error' this one briefly appeared with its HLT 709C

mark clearly visible – enabling it to be positively identified as one of the genuine *Prisoner* cars. Notably, it is the one that featured in the highly unusual December 1967 episode *Living in Harmony*, which is set in a Wild West frontier town.

Other than the fact that it temporarily ended up in Sheffield during the 1970s, what happened to the Moke during the following 44 years after the series 'wrapped' remains uncertain. But its story picks up again a decade ago when it was discovered in a barn in Holland (a proper Dutch barn, then) in what is described as "a very sorry state".

The current vendor, Phil Caunt, bought the car in 2015 for £13,750 from a CCA auction



at Carfest South and spent the next three years restoring it – and, although parts such as the distinctive striped top had to be reproduced, much of the original car was salvageable, including the front bulkhead, bonnet and dashboard. The car even retains its original seats and the 'penny farthing' design applied for its appearances in *The Prisoner*.

After returning it to the road in 2018, *Prisoner* fan Caunt took 'the world's most famous Moke' back to the bizarre village of Portmeirion in North Wales where the 17-part series was set.

Designed by the eccentric architect Sir Clough Williams-Ellis and built over a 50-year period from 1925, it takes the form of an Italian village – but is two miles from Porthmadog. In 1998, 20 years after his death at the age of 94, some of Sir Clough's ashes were packed into a marine rocket and launched over the estuary beside Portmeirion as part of a New Year's Eve firework display.

1965 MINI MOKE

On sale at Silverstone Auctions, Birmingham, UK. November 13. Estimate: £TBC



Two-wheeled treasure trove

Simon de Burton on a MotoGP collection, a TR8 prototype and a Countach 'kit'

SOLD BY BONHAMS, £2.1M

This collection of competition motorcycles formed part of the contents of the Oswestry Road Racing Museum established by race team owner Phil Morris more than 20 years ago. Among the highlights were the five Aprilia MotoGP machines campaigned by Paul Bird Motorsport from 2012-14, while other two-wheeled jewels included the ex-Steve Hislop/Niall Mackenzie/Jamie Whitham Cadbury's Boost Yamaha YZF750 from 1995 – along with Morris's electric Yamaha EC03 scooter that he said was his favourite machine of all.



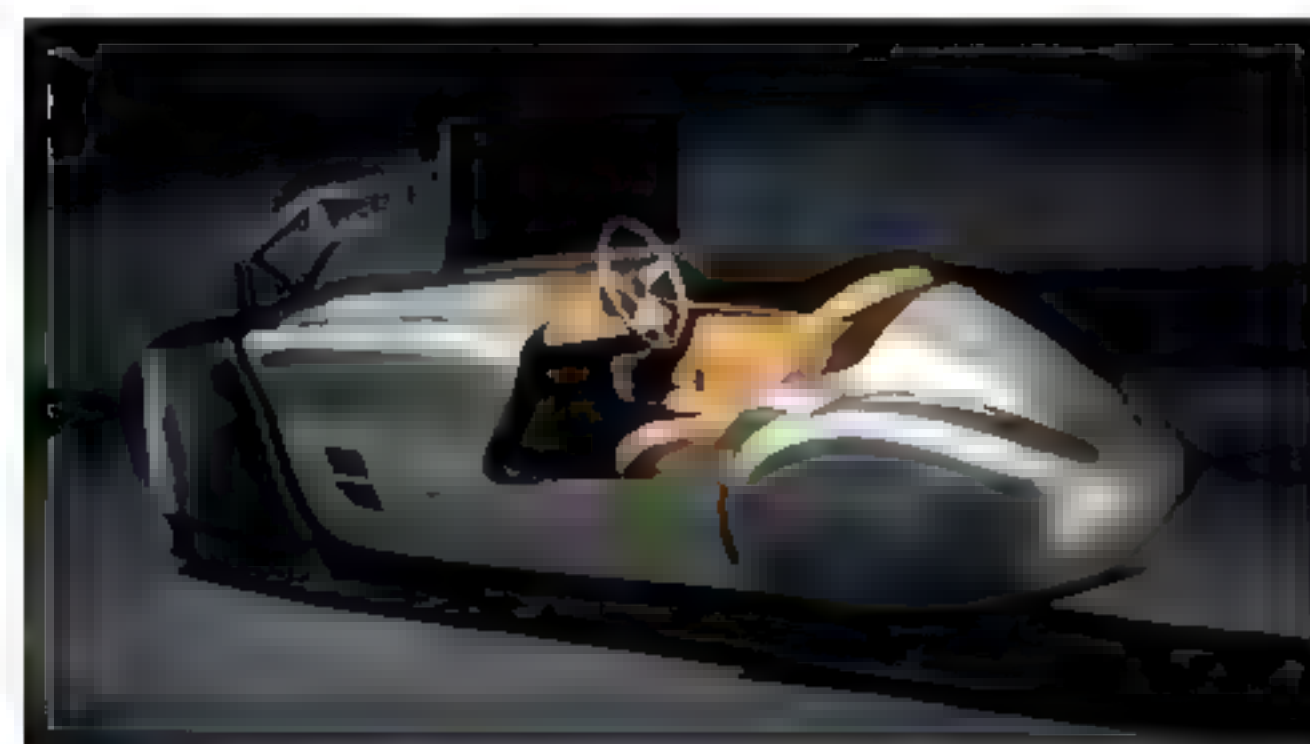
SOLD BY BONHAMS, £97,750

Hammering for less than the low estimate, this Elite was a bargain, not least since it was owned by Innes Ireland who received it as part of his 'engagement fee' for joining Lotus as an F1 driver.



SOLD BY HISTORICS, £54,880

Originally delivered to off-road racer Hugh Haines, this Bowler took him to wins in Baja de France and the Scottish Hill Rally. It was recently refurbished with a rebuilt 334bhp engine and a repaint.



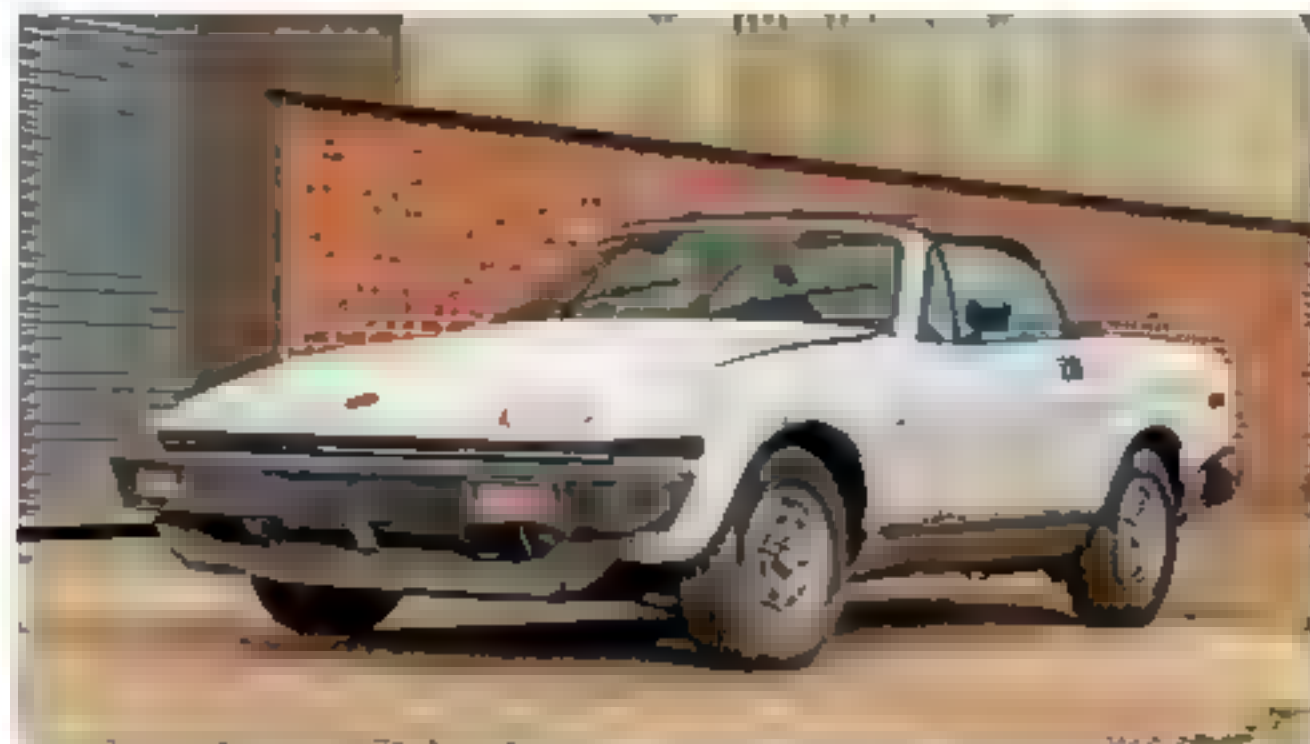
SOLD BY RM SOTHEBY'S, £152,380

Based on a Cisitalia 202, this Pininfarina simulator with curved TV windscreen featured a Nardi steering wheel, manual gear lever, three-pedal configuration and vintage Hanhart chronometer.



SOLD BY BONHAMS, £450,000

It might sound odd to describe a car costing almost half a million as a bargain but considering the price of XJ220s in 1992 was £490,000, this unregistered example seemed to us somewhat undervalued.



SOLD BY HISTORICS, £28,000

Rust and dirt belied the fact that this rare TR8 had covered 73 miles. A pre-production prototype of a North American model, it was acquired at a BL factory sale in '80 and parked in a London lock-up.



SOLD BY BONHAMS, £122,000

Drawing on its experience with the legendary 250F engine, Maserati introduced its elegant 3.5-litre luxury 2+2 in 1962. With its later five-speed manual gearbox, this one has been on numerous tours.

FORTHCOMING SALE HIGHLIGHTS

H&H, SOLIHULL, OCTOBER 27

If you're reading this issue hot off the press, there's still time to check out the lots in the latest of H&H's regular auctions staged at the National Motorcycle Museum. The mix is wide-ranging in terms of eras, categories and price - and there are some particularly tempting no reserve offerings which might (or might not) turn out to be bargains.

RM SOTHEBY'S, ONLINE, OCTOBER 27-NOVEMBER 3

Called 'Hoods & Hands', this aims to capitalise on the crossover between car enthusiasts and horophiles with a mixed offering of timepieces and hood ornaments. There are some real oddities, including a Gulf Oil promotional watch in which the logo on the dial comes and goes as the mechanical movement unwinds.

ANGLIA CAR AUCTIONS, KING'S LYNN, NOVEMBER 6-7

Fans of British classics who are on the hunt for a winter project could do worse than head to Norfolk for this sale. It will be replete with light restoration projects, most of which form part of a major barn find. Among the lots is a 1974 Morris Marina in 'of the era' Harvest Gold. Period roof bars included.

SILVERSTONE AUCTIONS, BIRMINGHAM, NOVEMBER 14-15

Silverstone's latest outing to the NEC is a real mix, but classic rally fans are likely to focus on the silver 1978 Vauxhall Chevette HS Group 4 car, TEB 649S, that gave Jimmy McRae his first full-time works drive. Jimmy and his late son Colin subsequently bought the car for their family collection in 1991.



1982 LAMBORGHINI COUNTACH

SOLD BY HISTORICS, £257,000

It might have looked like the mother of all rebuild projects, but this Countach is said to have been up and running when it was partly stripped for a paint and retrim in 2008 - shortly before the company tasked with the work went bust. It had been in storage ever since.



Status symbol: the acme of radiator mascots must be the elephant that adorned Bugatti's Royale, taken from a sculpture by Ettore's artist brother Rembrandt



An eye for figures

There was a time when most manufacturers had their own radiator adornments and some are highly prized. Just look out for fakes, warns **Gordon Cruickshank**

ON OR OFF THE CAR, RADIATOR adornments have been a very popular collectible since they appeared at the turn of the 20th century. They win on all counts - the huge variety of designs, some are artistic masterpieces, and they're small. Even a large collection can hang on a wall in a glass case, while a single one is easily mounted for display.

Peter Card of Transport Collector Auctions is an expert. "As far back as 1900 the then Lord Montague had a St Christopher medallion on his Daimler. In fact Rolls-Royce commissioned the Spirit of Ecstasy because they didn't like to see their wonderful products demeaned with trivial or jokey mascots."

While some adornments represented the make of car, sometimes fitted as standard like Jaguar's leaper and Minerva's helmeted goddess of wisdom (*inset*), many were aftermarket accessories and reflect the owners. In Britain a love of dogs, horses and fishing means these subjects were common.

"Many were aftermarket accessories and reflect the owners"

"There were two areas," Card says. "Many manufacturers offered their own mascot as a factory option - Alvis's hare or Vauxhall's griffin for example - but there was a huge variety of aftermarket choice. I know people who collect according to themes: one just collects elephant mascots, while another only collects butterflies."

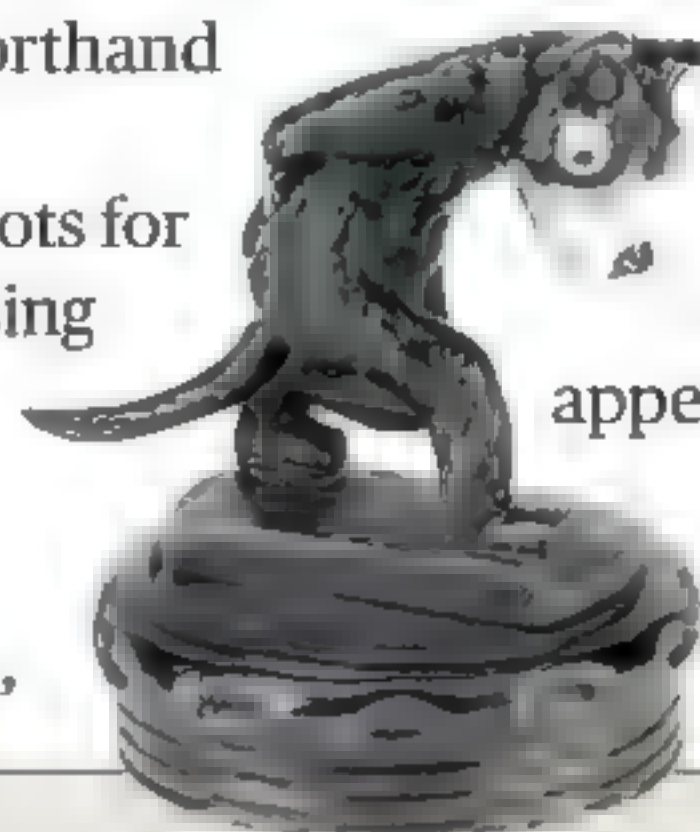
Some mascots depict popular characters such as Mickey Mouse, Felix the Cat (*below*) or Old Bill, cartoonist Bruce Bairnsfather's famously lugubrious First World War anti-hero, while others embody the impression of speed - things like stylised aeroplanes, locomotives or bullets were especially prevalent during the 1930s, the era when streamlining was shorthand for progress, power and style.

You can find common mascots for £10-£15, with prices easily crossing the £100 barrier as rarity and novelty combine. But since values rose in the 1980s there have been many reproductions,

warns Peter. "From 1995 prices dropped dramatically as many collectors realised they'd been had. Only time and wear give the proper aged look to nickel and chrome," he says, "but look out for modern metric threads on the mount, a sure giveaway." He cites Voisin's vicious knife-wings: "Twenty years ago an original could reach £1000. Because there are so many fakes you'd now only get £200 to £300."

Prime target for fakers? Lalique, Red Ashay and Sabino. These fragile translucent glass Art Deco gems of stylised heads, animals and even a shooting star ought to be very rare, but values of many thousands have prompted plenty of copies. "Lalique's Chrysalis and Victoire used to make very good money as no one could duplicate that coloured tinge to Lalique glass. Then someone discovered you could get similar effects with a microwave, and suddenly lots appeared on the market."

This is one case where the less you pay, the more likely you are to get an original.



LALIQUE ARCHER

A French classic, the Archer from Lalique made a striking if impractical statement at the end of a long bonnet, especially if illuminated as some were. **SOLD Gorrings, £900**



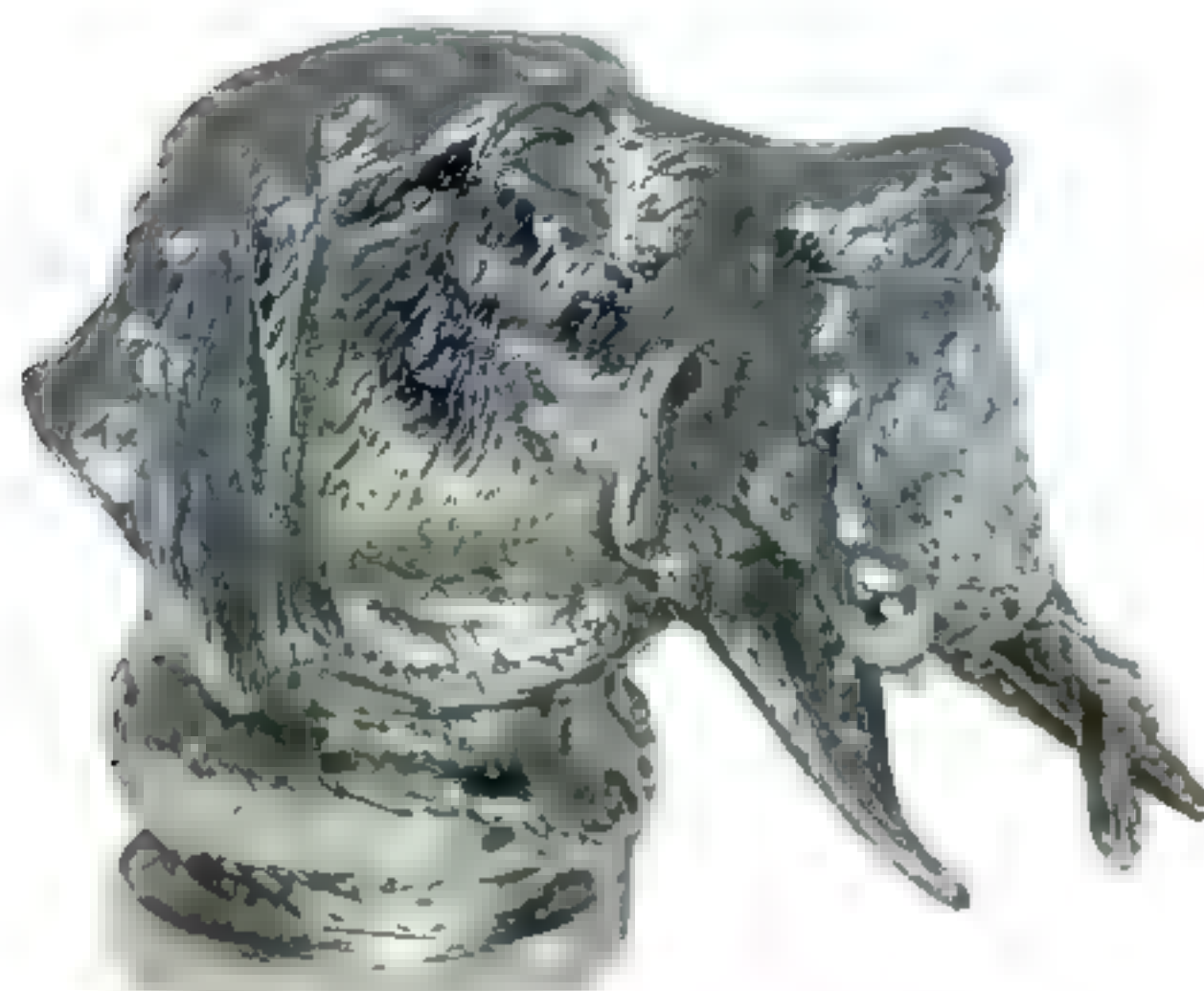
LALIQUE VICTOIRE

The epitome of the 1930s, Lalique's Victoire is a simple but striking depiction of a female head with flying headdress. Such fragile treasures were often fitted only to appear at *concours d'elegance*, and removed afterwards. **SOLD Lyon & Turnbull, £7500**



VOISIN

The law on bonnet ornaments is vague, but it's hard to see Voisin's twin knife-blade vertical wings being allowed today, especially as this one is 9in tall. Unusual construction of riveted aluminium. **SOLD Artcurial, £1435**



DOG AND PHEASANT

Field sports have in the past been a common subject for mascots. This chromed-plated example by Lejeune probably dates from the 1960s (they are still made) and depicts a Labrador retrieving a pheasant. **FOR SALE Ebay, £145**

THE EXPERT VIEW



Auto- or memorabilia?

Let's have a crack at defining what constitutes 'memorabilia' and what is considered 'automobilia'.

There's definitely distinctions to be made. Among football collectibles, items like team shirts, trophies or boots all qualify as memorabilia - they are to do with the living history of the sport.

Automobilia means items related to the history of motoring, such as fuel pumps, signage, garage tools or badges.

At Signature Store we trade items associated with the sport of motor racing, straddling the two. That can also include collectibles like posters or models that were not used for the actual event, but created because of it. Buyers are almost always fans of the sport, rather than just those out to find something motoring-themed or decorative.

Collectors of motor racing automobilia usually hunt for specific items - trophies, programmes, autographs, models etc. Many of these items are rare, and some valuable. If you find a trophy your grandfather won, that's a one-of-a-kind - possibly not valuable, but priceless to you; it might be classed as both memorabilia and automobilia

Items such as rare bonnet ornaments can be classed as decorative art and fetch thousands, but it doesn't tend to be such an accessible market as racing automobilia.

We don't handle bonnet badges, old fuel cans or dealer signs, decorative items great for peppering up a bar or garage. The core of our market is collectibles such as the replica 1955 Mille Miglia roller map [inset], but also wall art, models, helmets, books and race-used items.

I hope that's cleared up any confusion. Now where's that fuel churn used by Lotus at Aintree in 1964 signed by Jim Clark, that later spent decades in a Lotus dealership window. And which category is that in?

Andrew Francis is director at The Signature Store. thesignaturestore.co.uk



ALFA ROMEO 2000 GTV

FILIPPE ALBUQUERQUE, SPORTS CAR CHAMPION

"My dad loved cars, and when he was young he would have liked to get involved in motor sport himself, but my grandfather told him to go study instead. While he was helping me with my career he went and bought a few cars as projects and one he loved was this. He bought one and partially restored it but when he became sick he gave it to me. I decided to fully restore the car. It cost me way more than I was thinking to spend, but now I have a piece of art in the garage that reminds me of my father every time I take it for a ride."

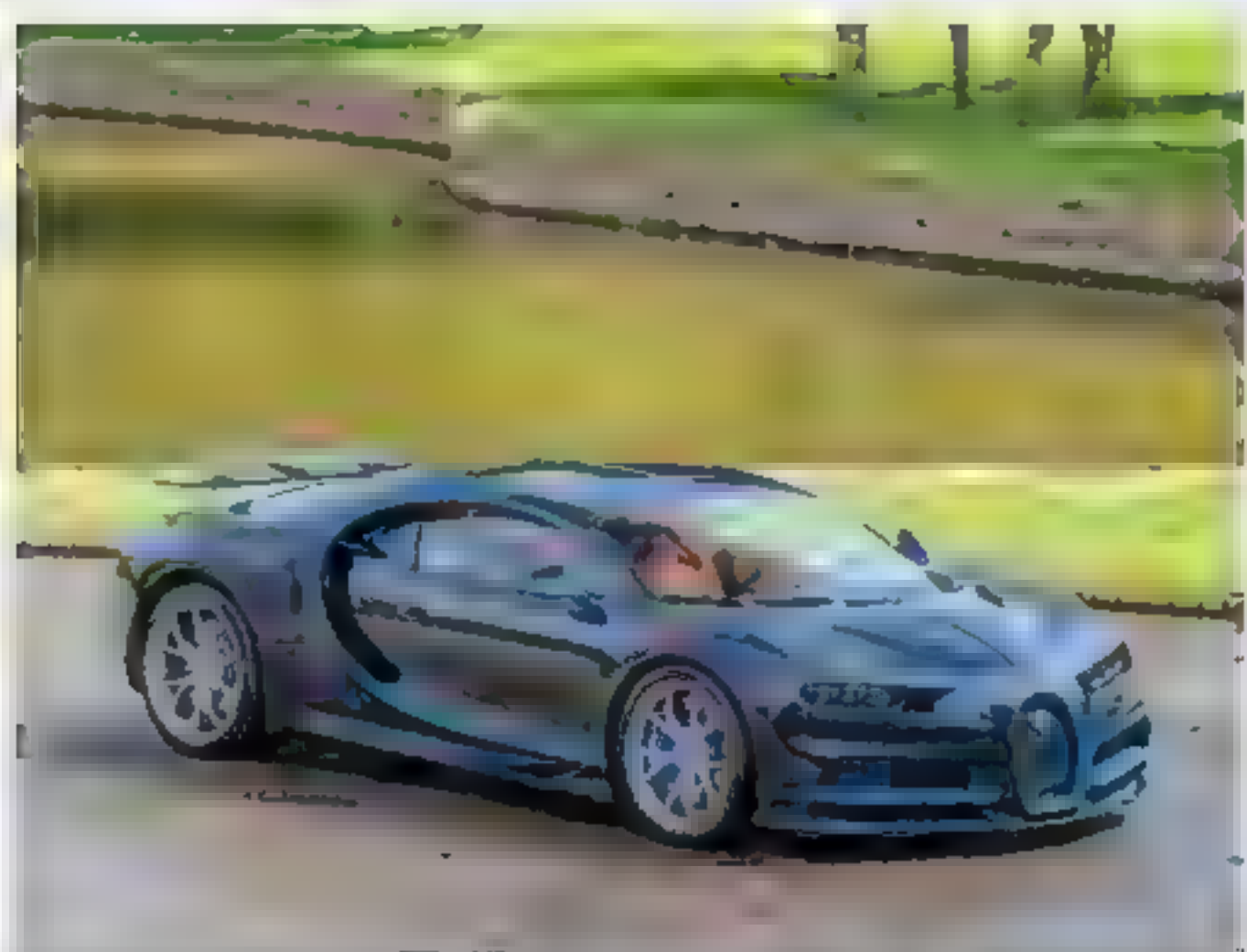




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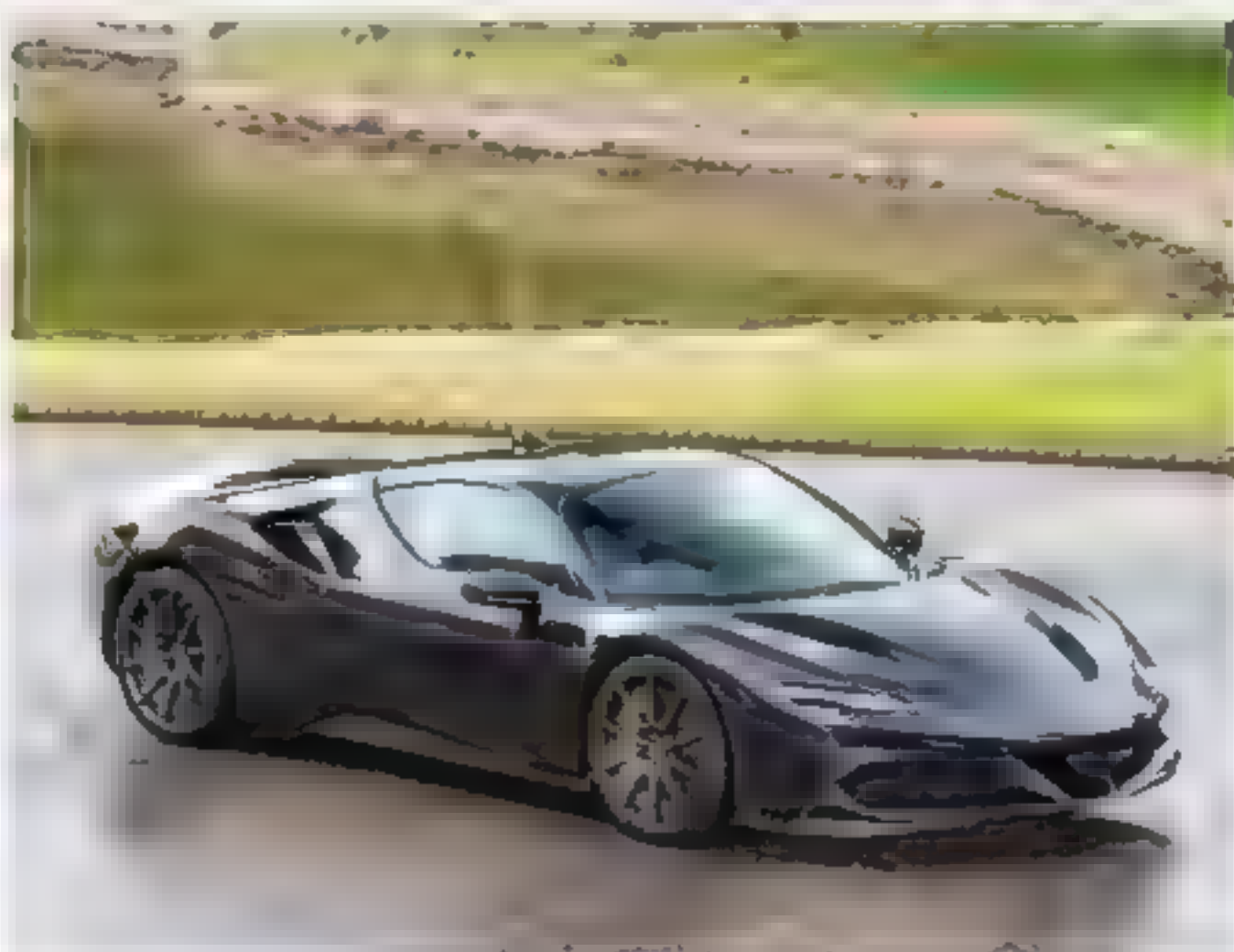
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1 of only 58 examples ever produced, only 8,017 miles with fantastic service history, built originally as a Bugatti show car....**£1,500,000**



2005 PORSCHE CARRERA GT

1 of only 49 UK supplied examples. Only 7,987 miles from new & freshly serviced by Porsche Reading.....**£POA**



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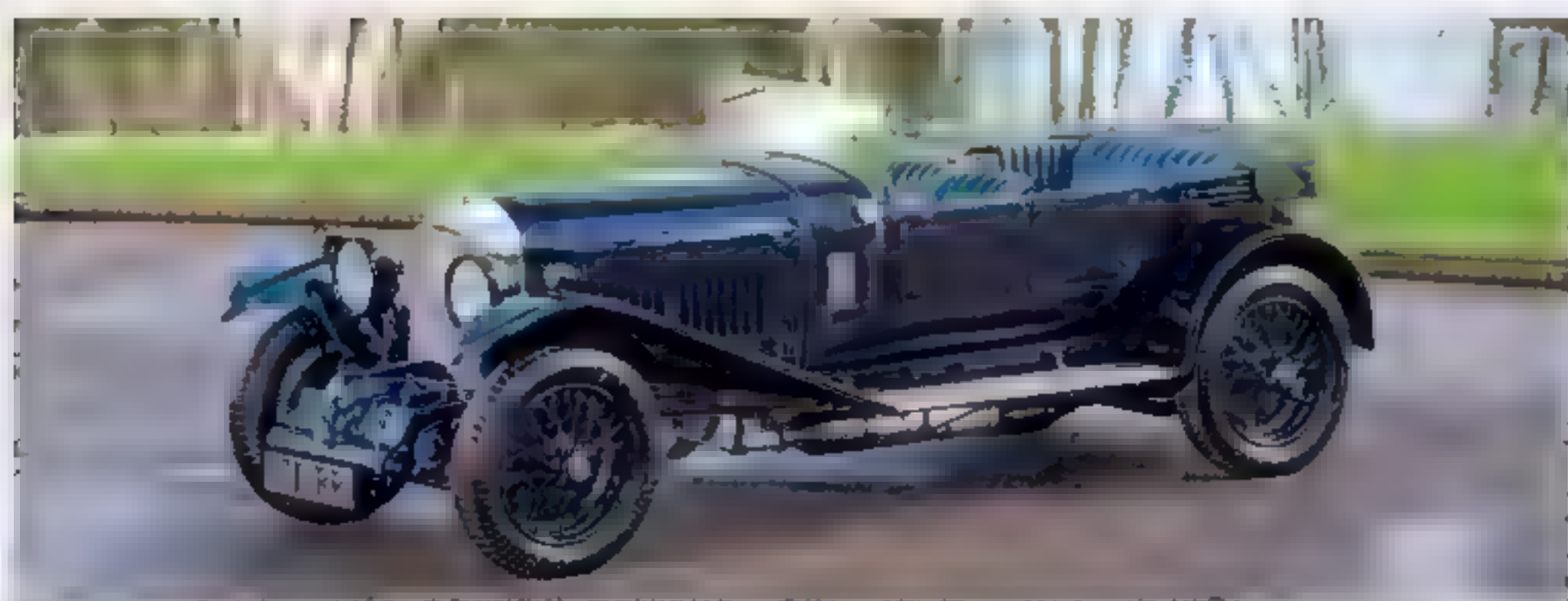
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1967 FERRARI 275 GTB/4

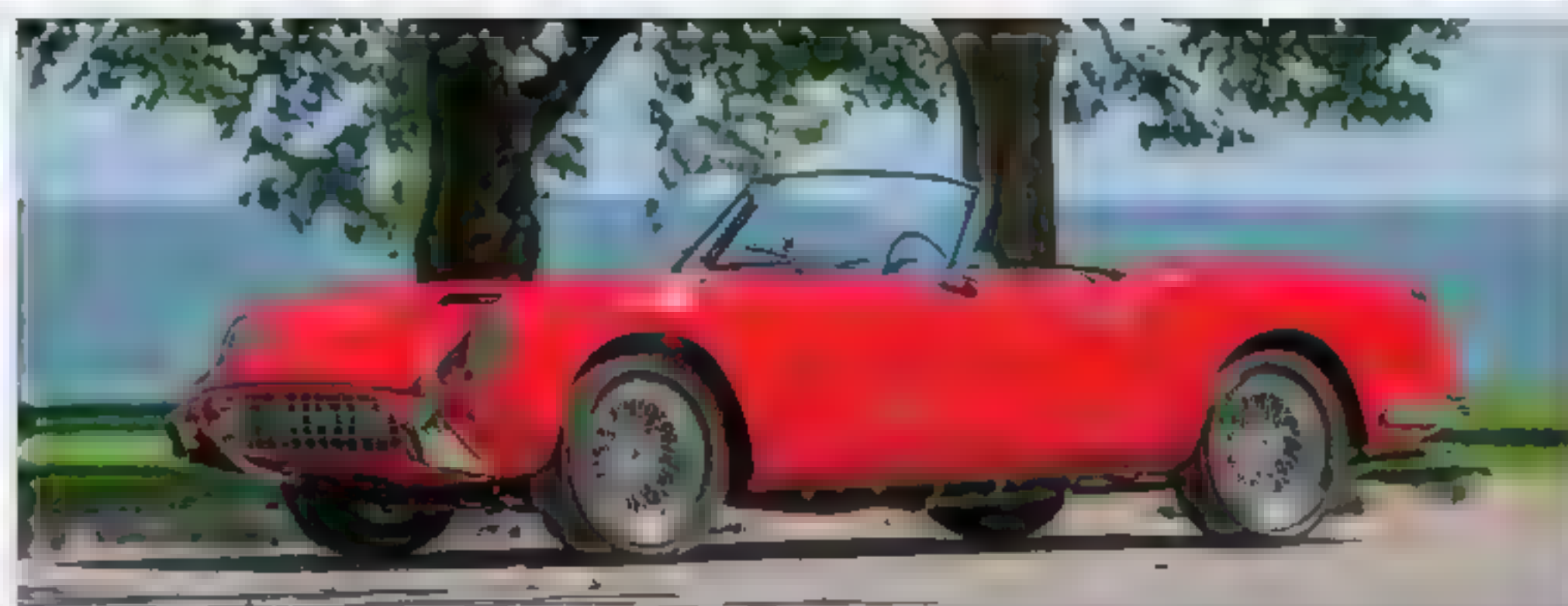
- 1 of only 6 examples finished in Verde Pino from new
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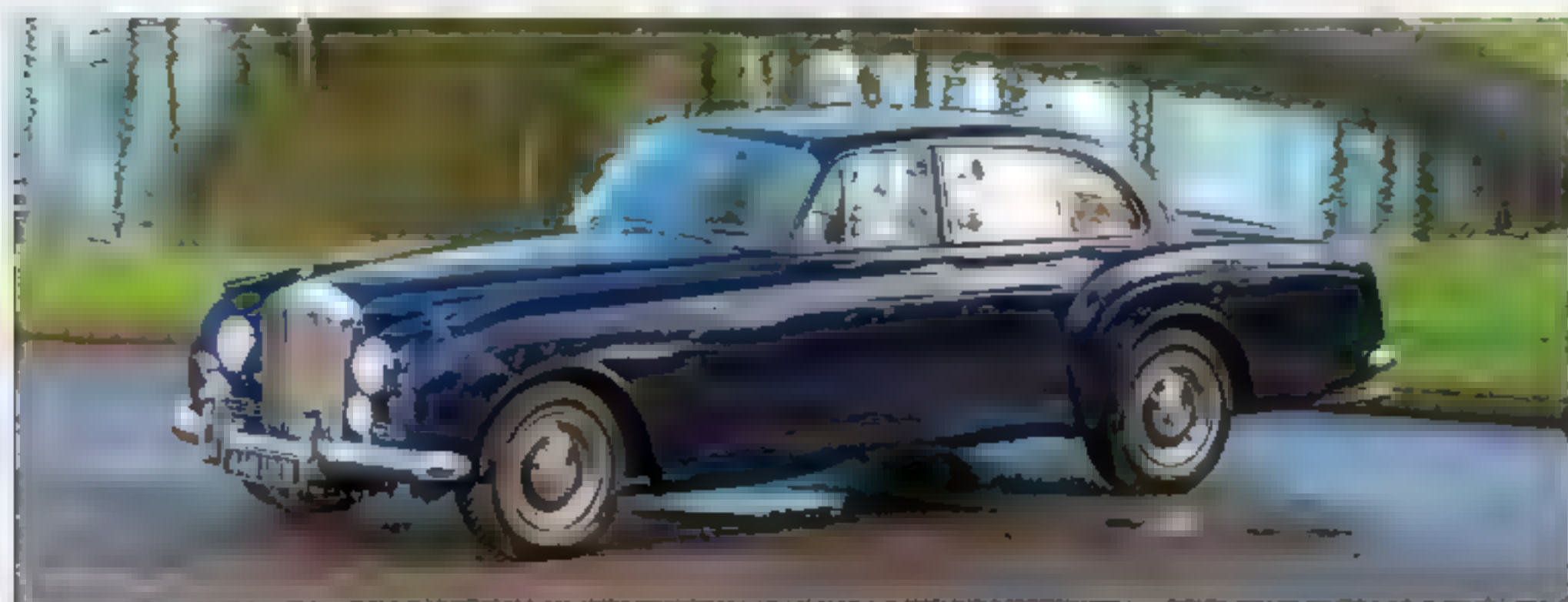
1930 BENTLEY 4½ LITRE SUPERCHARGED 'BLOWER'

1 of only 18 matching number examples that still exists, regarded as the most original of all the Blower Bentleys.....**£POA**



1958 FERRARI 250 GT CABRIOLET S1 BY PININ FARINA

1 of only 40 Series 1 examples ever produced & total matching numbers.....**£POA**



1961 BENTLEY S2 CONTINENTAL FLYING SPUR

1 of only 71 RHD examples ever produced, beautifully restored throughout and has recently been maintained without regard to cost.....**£195,000**



1981 PORSCHE 924 CARRERA GT

An ultra rare right-hand drive example, with just 3,531 miles from new & is believed to be the lowest mileage in existence.....**£135,000**

www.tomhartleyjnr.com



Move aside Chevrolet, here's Chevron: two B16s raced in the 1970 Daytona 24 Hours, including No37 driven by Brian Robinson, Hugh Kleinpeter and Fred Opert



CHEVRON B16

- Price new N/A
- Price now £220,000-£400,000
- Engine 1800cc Ford Cosworth FVC, 1997cc BMW Four
- Rivals Lola T201, Porsche 907
- Verdict While it may have been short-lived in period, the B16 still stands as a success for both Chevron and the UK.

Lancs for the memories

When Bolton decided to take on the world, the B16 was born. **Robert Ladbrook** looks at the car that made Chevron a player

IT'S AMAZING TO THINK HOW FAR CHEVRON came in just a few short years during the 1960s. Putting the vacuous legal bickering over trademarks, rights and ownership of the last few decades aside, Chevron still stands as one of the most successful racing car manufacturers, and the B16 was a great example of both its innovation and ambition.

Mancunian engineer Derek Bennett founded Chevron Cars Ltd in 1965 and, like so many other fledgling marques at the time, started out building Clubmans racers before diversifying into both Formula 3 and smaller GT offerings, such as the one-off closed-top B4.

Demand for larger sports cars began to swell and, with the new 2-Litre European Sports Car Championship on the horizon for 1970, Bennett set to taking Chevron to the next level.

He made a steel spaceframe chassis strengthened by the addition of aluminium panels to

create a semi-monocoque with a 1800cc Ford Cosworth FVA engine sitting midships. On top of that he designed the sleek body, which was then sculpted in glassfibre by designer Jim Clark (not that one) of Specialised Mouldings.

The B16 made its debut at the Nürburgring 500Kms in 1969 where, with Brian Redman driving, it beat an armada of Abarth 2000s. It proved the potential of Chevron's pretty package ahead of its first full campaign in the 1970 2-Litre Championship.

Two FVC-engined B16s were prepared for the first round at Paul Ricard for Redman and Ian Skailes. Redman made a flying start, beating Jo Bonnier's Lola. John Burton added a second win in the Finnish round at Ahvenisto in Hämeenlinna.

There were podium finishes for Redman in Anderstorp, Hockenheim and Enna before Vic Elford continued Chevron's incredible winning streak in the Nürburgring 500Kms.

Things appeared to be going well, but trouble was brewing. Open-topped prototypes like the Lola T210 were lighter and more efficient, and by late 1970 were noticeably outperforming the coupé B16 at some tracks. Redman implored Bennett to build an open-topped variant, suggesting mimicking the body shape of the Porsche 908 he'd also raced. Bennett obliged and Redman duly won the season-closing Spa 500Kms aboard the fresh-air Spyder version, sealing Chevron the inaugural European title in the process.

History will recount that as a somewhat sad victory, as it also marked the beginning of the end for the B16 coupé, with the Spyder going on to form the template for the 1971 B19, although no later Chevron would match the achievements posted by the original B16. And who knows how far the company could have gone had it not been for Bennett's death in a hang-gliding accident in 1978.

Overall, 23 B16s were produced (even if the rules stated there had to be 25 for homologation) and many are still active. Be careful - there are also plenty of continuation versions around. **●**



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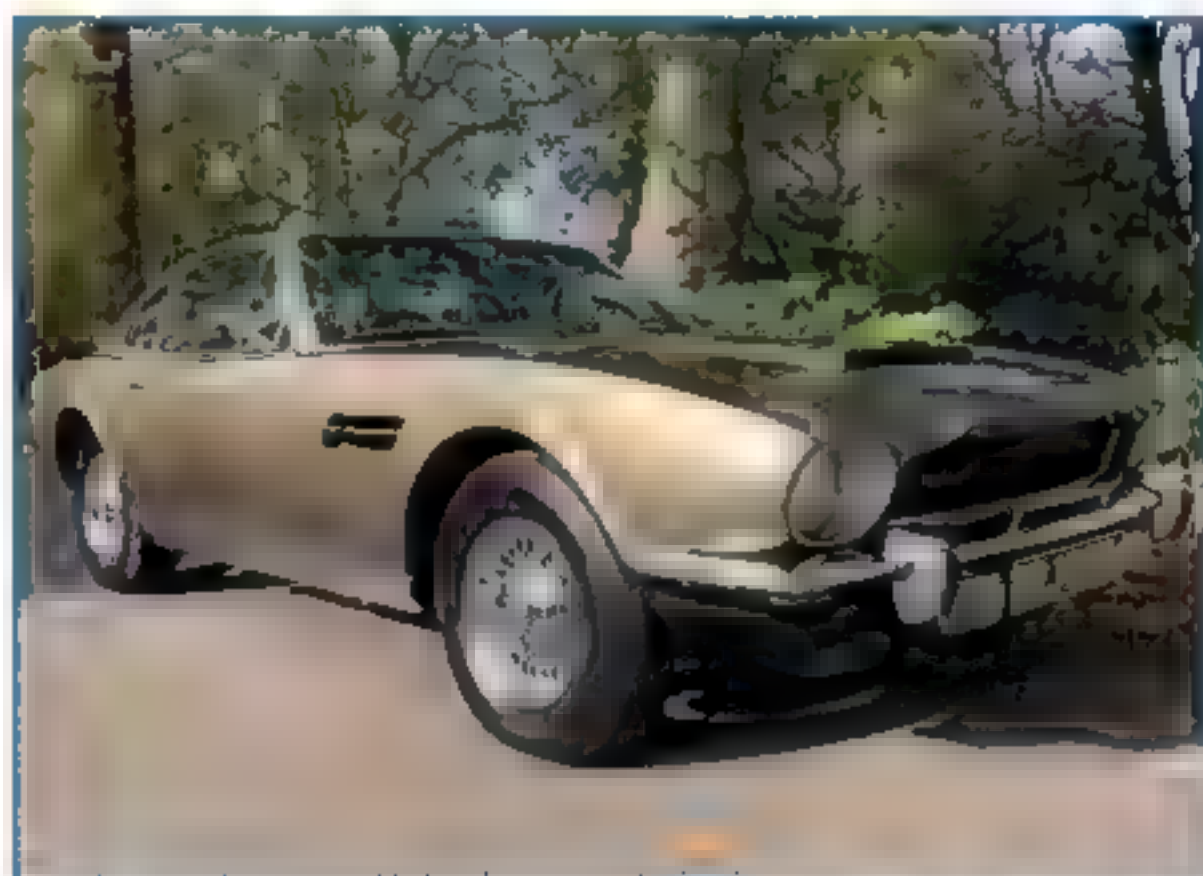
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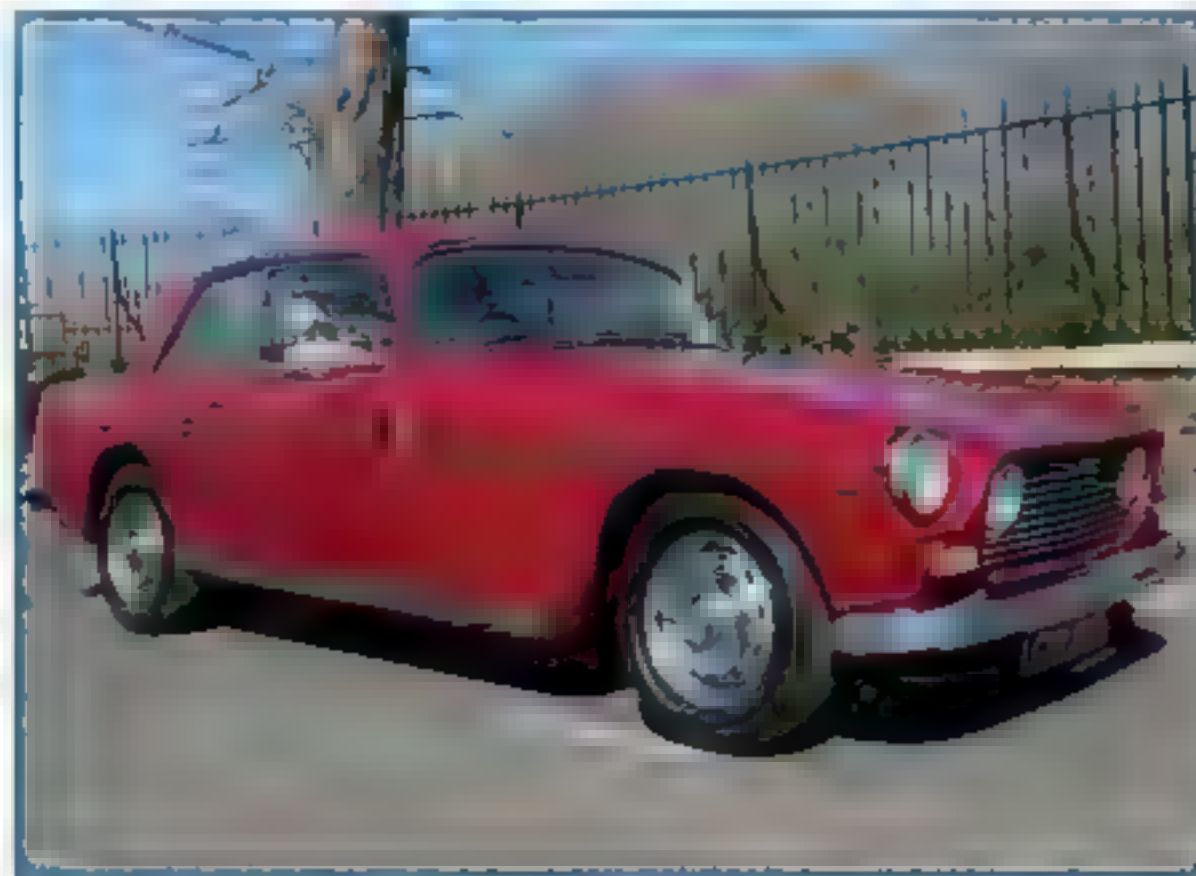


Graeme Hunt

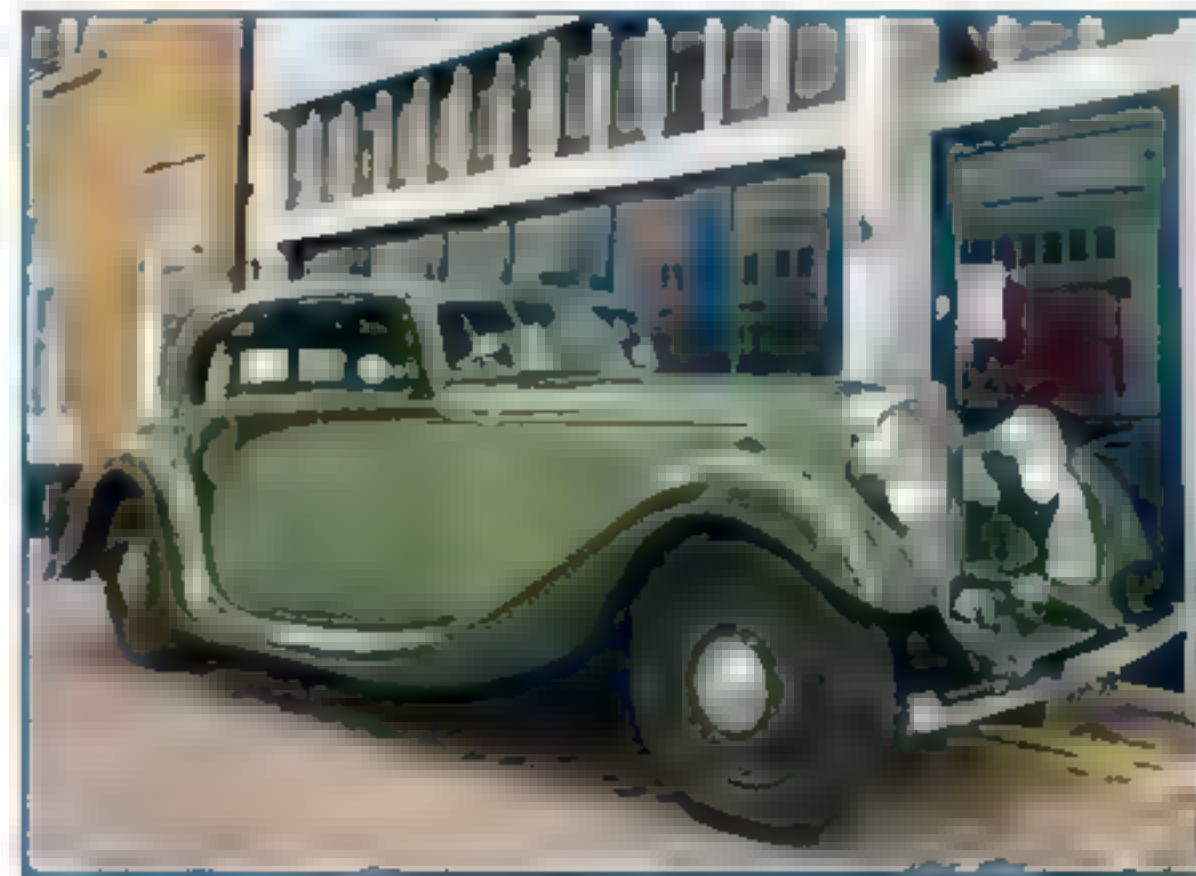
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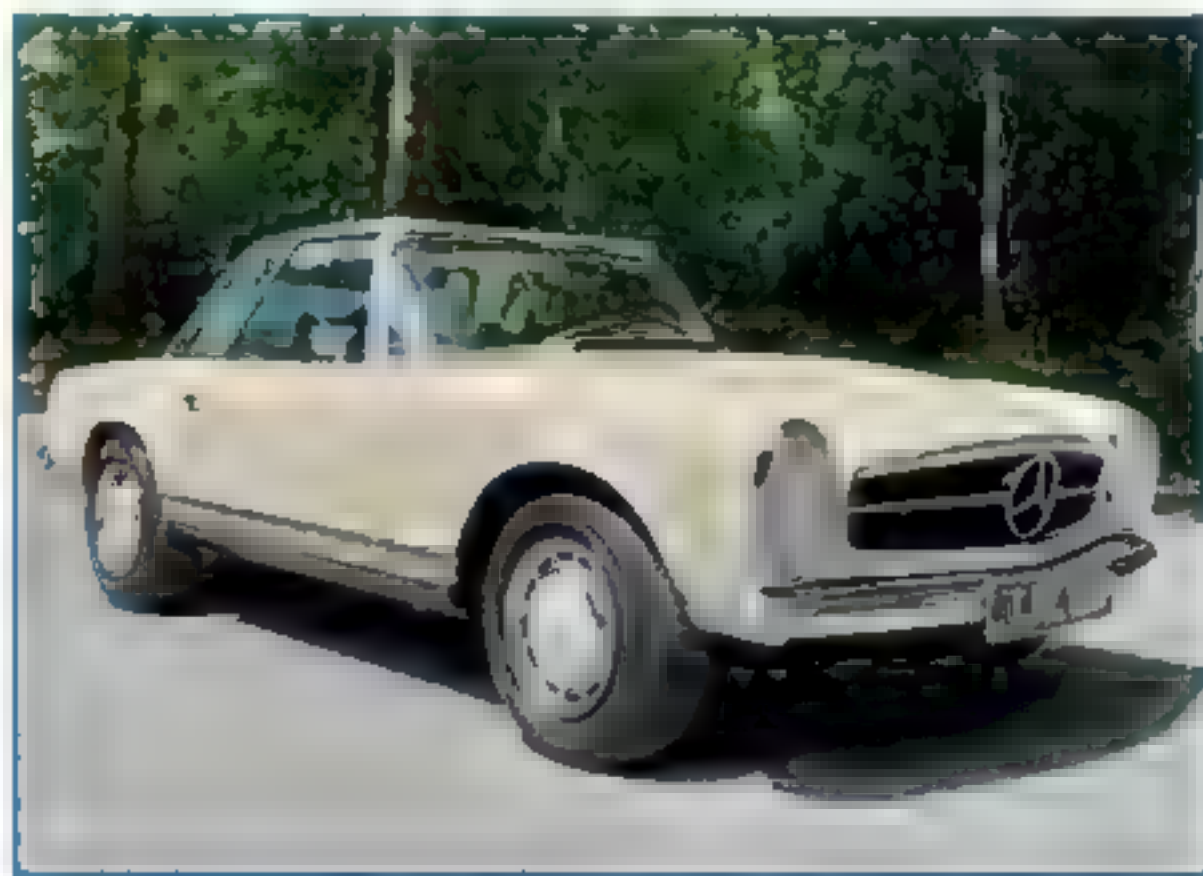
1973 Aston Martin Vantage -
1 of 70 cars produced



1967 Bristol 410 -
Restored to as new condition



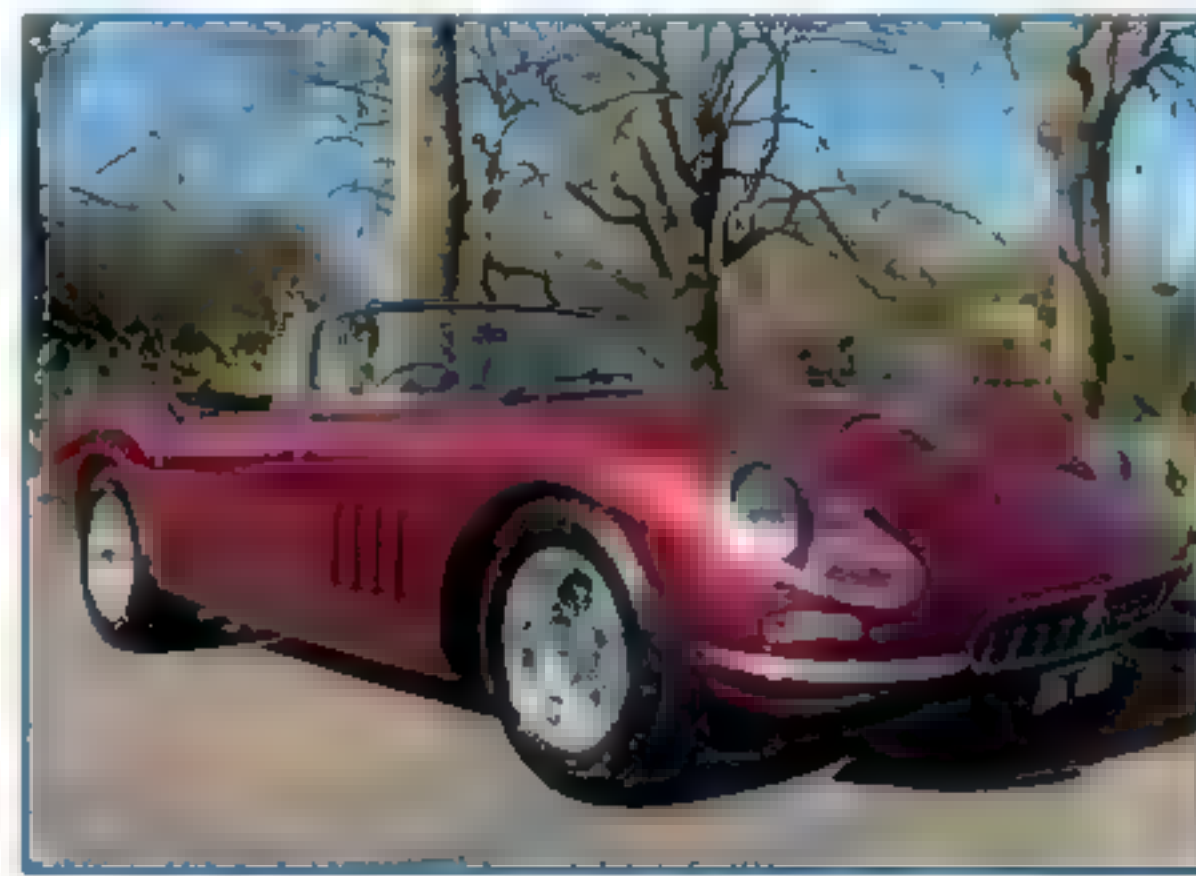
1935 Bentley 3 1/2 Litre - Gurney
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1963 Ferrari 250 GT - Nembo style
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Don't you wish you'd kept hold of yours? The 1.6 GTI was launched in 1984, with a 1.9 arriving in '86



BUYING GUIDE

The GTIs have it

Is this *petit* French fancy the greatest hot hatch of all time? Robert Ladbrook looks at the growing argument in its favour

THE 1980s WAS A GOLDEN AGE FOR the hot hatch fan, and few did it better than the French. Sure, the Germans may have got there first with the mighty Volkswagen Golf GTI, but if you wanted a true lightweight, performance pocket-rocket, you just needed to look across the Channel.

While the Renault 5 GT Turbo also stakes a strong claim, arguably no hot hatch has ever been more sporting than Peugeot's 205 GTI. It was so good that Peugeot has never managed to live up to it since, despite numerous attempts to recapture the magic of the 1984 original.

Launched in 1983, the Gerard Welter-designed 205 caused a significant stir straight away, netting a handful of high-profile awards for its sleek styling and keen performance. Despite original engines starting from a humble 954cc, the mixture of lightweight chassis (c.800kg) and fully independent suspension made the 205 a riot

when things got twisty, and Peugeot quickly spotted its sporting potential.


Just a year later, the first GTI variant was launched, boasting a 105bhp 1.6-litre 8V engine. Equipped with that, the 205 could sprint to 60mph in 8.7sec and on to a top speed of 116mph - figures that already put it well in line with VW's MkII GTI.

Then in 1986 Peugeot upped the ante further by fitting a 1.9-litre 130bhp unit to expand the GTI range, while also giving the 1.6 a jump up to 115bhp. Which one was better is

a long-running topic of debate among enthusiasts and usually just came down to personal preference - whether you enjoyed the more peaky 1.6 or the extra torque of the 1.9 (some even insisted on mixing and matching gearboxes between the two in search of a 'perfect' GTI experience).

And if its road reputation was stellar, its motor sporting one is the stuff of legend. Jean Todt was a fan of the 205 and

settled on basing Peugeot's new Group B rally contender on the two-door GTI. Peugeot Talbot Sport rolled out the 205 T16 for 1984 as the hardest of hard-core hatchbacks. With its 1.8-litre turbocharged engine kicking out close to 400bhp and mounted right behind the driver, it shared little other than a silhouette with its road-going cousin. The 205 T16 would celebrate 16 WRC victories between 1984 and '86.

Of course, to homologate such a machine, Peugeot also had to create 200 road-going variants, which have now become perhaps the most desirable (and valuable) hatchbacks for collectors. Despite lacking the four-wheel drive of the Group B monster and having half the power, the 205 Turbo 16 is as rare as hen's teeth. One did sell recently at auction with Artcurial offering the final Turbo 16 ever produced, chassis 200, fetching £235,000 in July. Restored and low-mileage standard GTIs are becoming valuable regulars at accessible auctions. 



ONE FOR SALE

1990 PEUGEOT 205 GTI

It may have 104,000 miles on it, but it's a fully restored 1.9 in Solid Black with only four previous owners
£24,950, dcc.co.uk

PEUGEOT 205 GTI

- **Price new** £6245 (£20,590 today)
- **Price now** £10,000-£25,000
- **Engine** 1.6 or 1.9 8V (1.8 T16)
- **Rivals** Renault 5 GT Turbo, VW Golf GTI MkII, Vauxhall Astra GTE
- **Verdict** Ultimately the perfect hot hatch comes down to personal choice, but this will top many people's list.

DUNCAN HAMILTON *ROFGO*



2015 PORSCHE 918 SPYDER

Finished in GT Silver Metallic with Garnet Red bucket seats and contrasting Silver piping/stitching throughout. The car has just received its latest two-year service at Porsche Centre Reading and has only covered 1800 miles from new. Extras include Front Axle Lift, Stone Guard Film, Glare Reducing Interior Package, Electric Height-Adjustable Seats, Porsche Car Connect including Porsche Vehicle Tracking System Plus (PVTS Plus), lightweight Bucket Seats and Silver Brake Calipers. A perfect example of Porsche's fastest Hypercar.

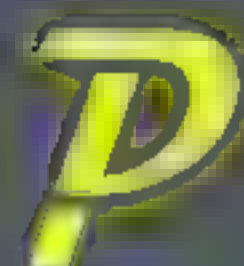


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JAGUAR E-TYPE 858 MY - EX-GEORGE HUMBLE, INTERNATIONAL PERIOD HISTORY

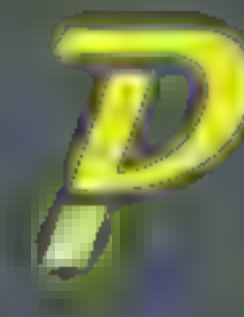
Delivered to its first owner a Mike Palmer of Hawley, Widdleson 858 MY was later sold to the British racing legend George Humble who had the car race-prepared by Warren Pearce. Humble campaigned the car extensively through 1965 and 1966 taking in events such as the Dulton Park Gold Cup, Martini International Meeting at Silverstone, and the Daily Mirror Trophy at Croft, racing against many of the 60s greats - names like Hobbs, Redman, Salmon, Spence, Piper, Ireland, Sutcliffe, Revson, Prophet, Bondurant, and Hulme. 858 MY and Humble even won the GT class at Barton Hillclimb. He then purchased GT40 P/1005, which he campaigned across Europe, and the Jaguar ended up in Scotland, still complete with its racing modifications. Today, the car is fresh from a total restoration and race-preparation with one of the top teams in the UK, and successfully competed at the 2021 Goodwood Revival, where it qualified 3rd overall and set the 2nd fastest lap of the race. A potential winner on any pre-63 grid and a rare opportunity to acquire a genuine period racing E-type.



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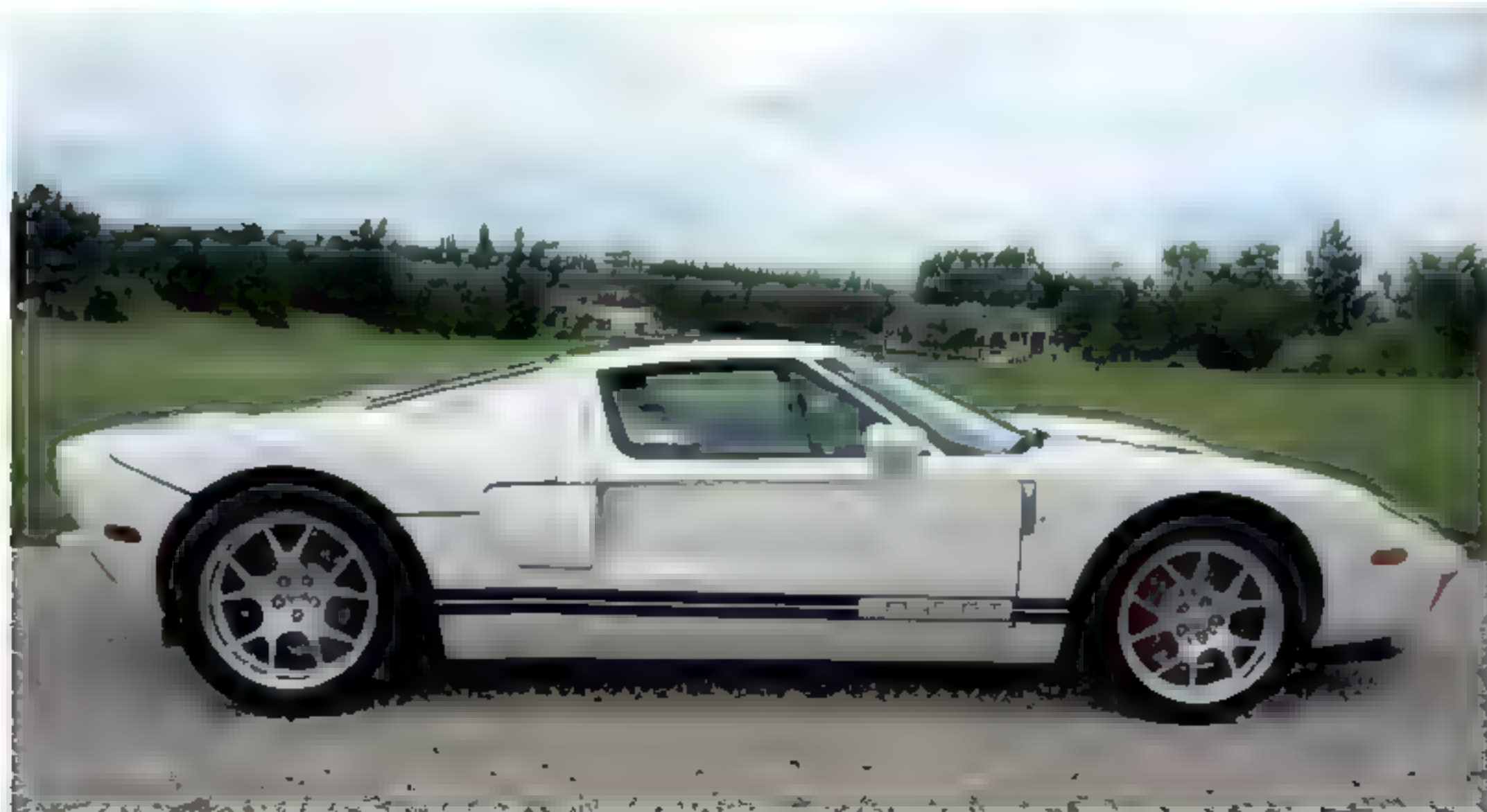


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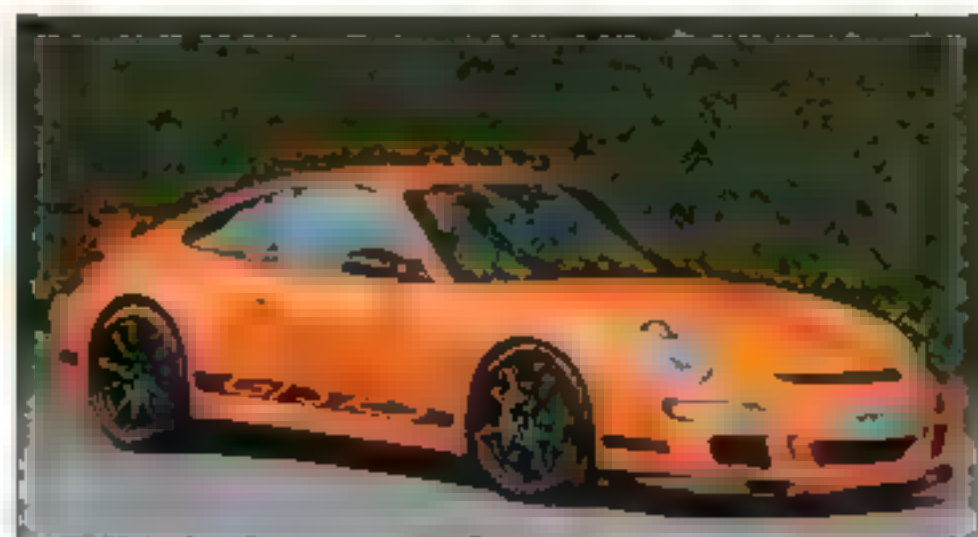


1968 Mustang GT 390 Fastback 4-Speed - Matching No's £169,995

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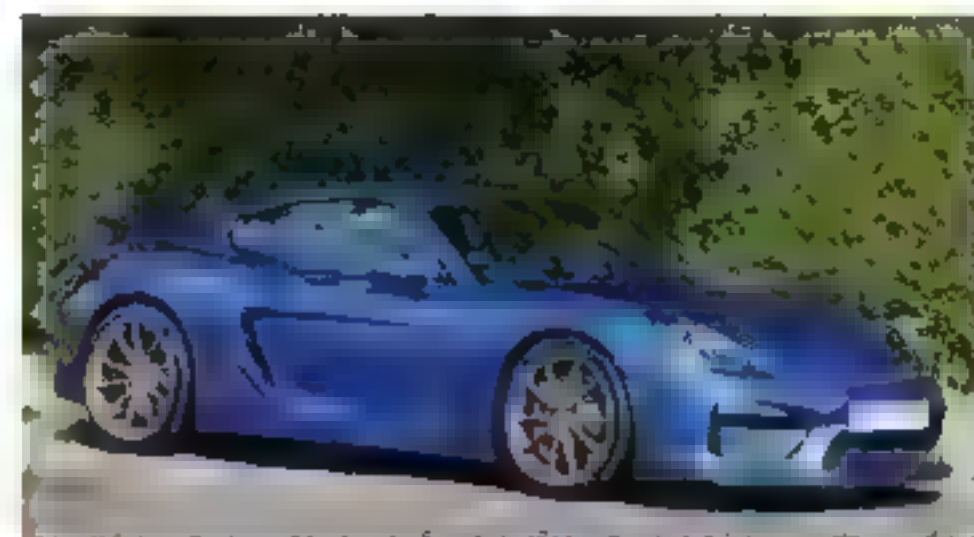
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Carmine Red • Black Leather Sports
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Centre Lock Wheels • Sport Chrono
Touchscreen Satellite Navigation
Switchable Sports Exhaust
9,870 miles • 2015 (15)

£89,995



Cayman GT4 (981)

Sapphire Blue • Black 918 Bucket
Seats • Touchscreen Satellite
Navigation • 20" GT4 Wheels
Switchable Sports Exhaust
Bi-Xenon Dynamic Cornering Lights
9,856 miles • 2016 (65)

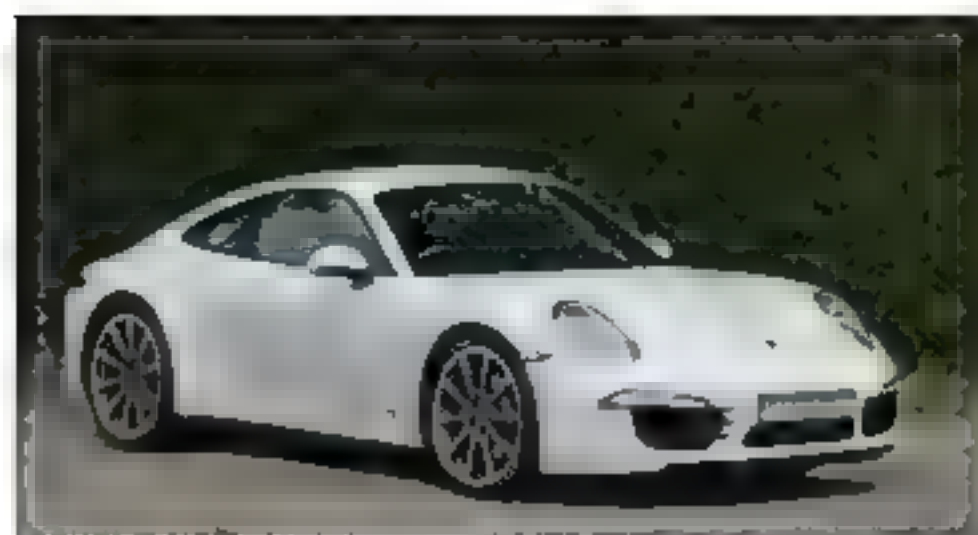
£75,995



911 Carrera 2 GTS (997)

Basalt Black • Black Half-Leather
Bucket Seats • PDK Gearbox
Touchscreen Satellite Navigation
19" GTS Centre Lock Wheels
Sport Chrono • 35,182 miles
2011 (11)

£65,995



911 Carrera 4 S (991)

Carrara White • Black Leather Sports
Seats • PDK Gearbox • 20" Carrera
Classic Wheels • Sport Chrono
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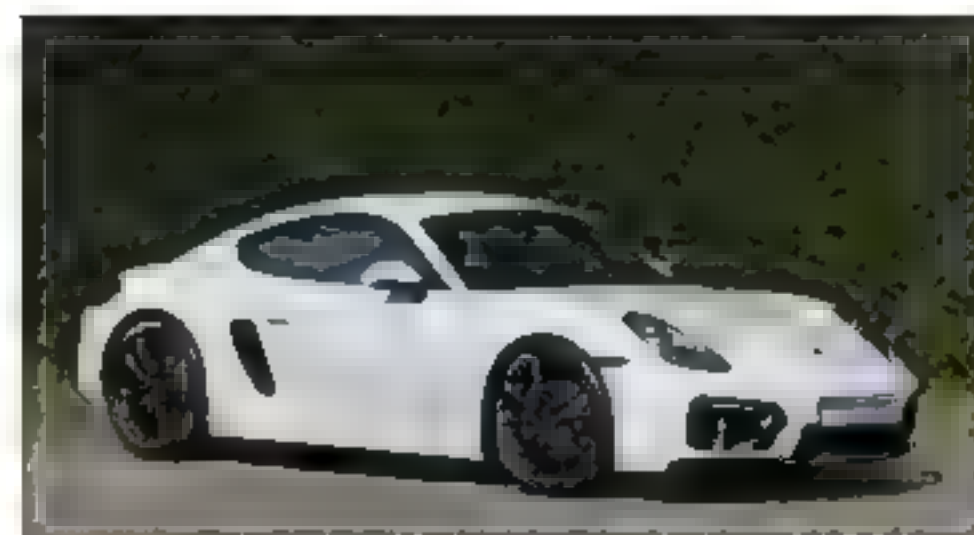
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GT Silver • Black Leather Seats
19" Carrera III Wheels • Manual
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Paragon • 20,127 miles • 2014 (64)

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Cayman GTS (981)

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Switchable Sports Exhaust • Sport
Chrono • 22,819 miles • 2015 (15)

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Cayman T (718)

Jet Black Metallic • Black Half-Leather
Bucket Seats • PDK Gearbox • 20"
Carrera S Wheels • Sport Chrono
Switchable Sports Exhaust
Touchscreen Satellite Navigation
6,252 miles • 2019 (19)

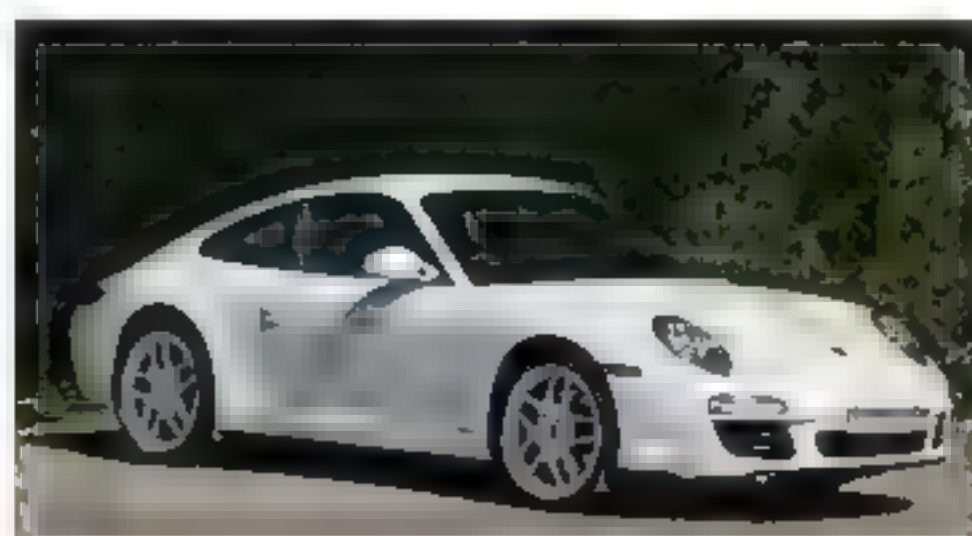
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Boxster S (718)

Jet Black Metallic • Black Leather
Sports Seats • PDK Gearbox
Touchscreen Satellite Navigation
20" Black Carrera S Wheels
Switchable Sports Exhaust
16,671 miles • 2017 (17)

£52,995



911 Carrera 2 (997 GEN II)

Carrara White • Black Leather Sports
Seats • 19" Carrera S II Wheels
Touchscreen Satellite Navigation
Heated Seats • Bose Sound System
Air Conditioning • 18,052 miles
2010 (59)

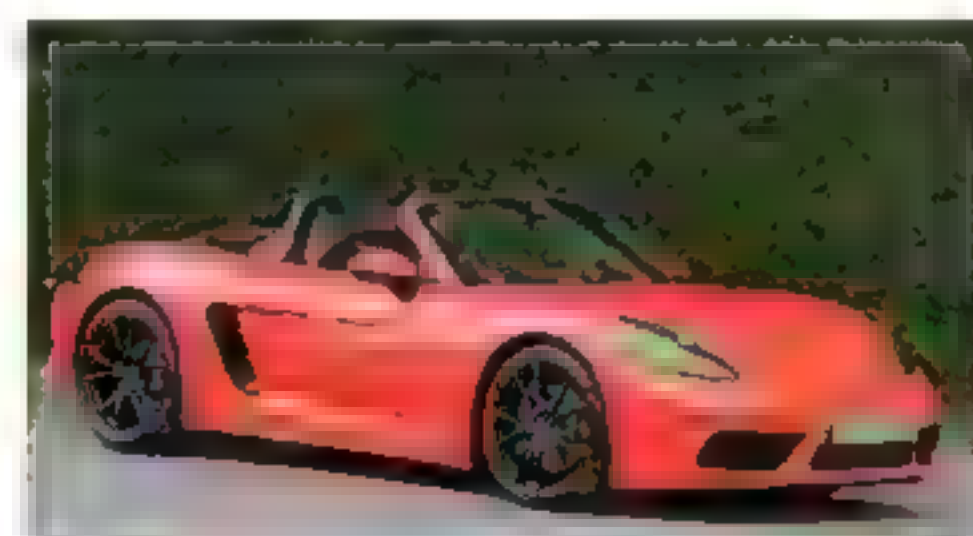
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911 Turbo (996)

Basalt Black • Black Soft Ruffled
Leather Seats • Tiptronic S Gearbox
18" Turbo II Wheels • Satellite
Navigation • Factory Hardtop
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Paragon • 59,273 miles • 2003 (53)

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Boxster S (718)

Lava Orange • Black Leather Sports
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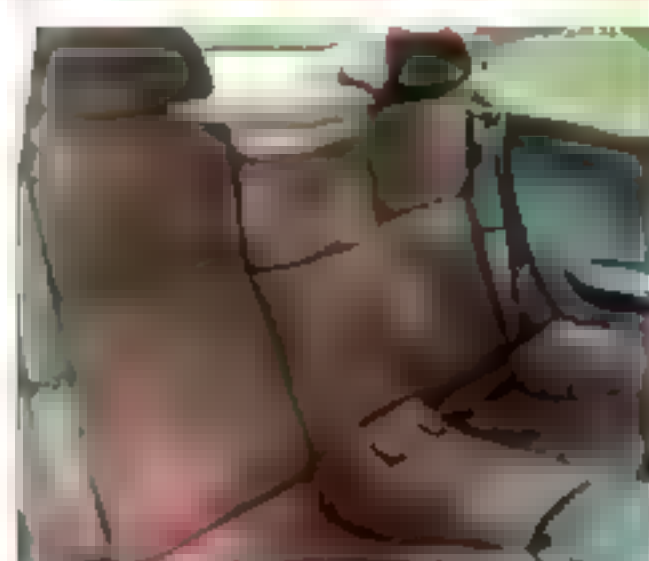
1967 Mustang Fastback GT' Manual 5 Speed.
Imported from California in 1993, remained in same ownership ever since. This San Jose manufactured A code car was restored in the UK in 1994 and fitted with a 351 Windsor 5.7 (69' engine) with 4 barrel holley carburettor. Coupled to T5 Borg Warner 5 speed gearbox via McCleod clutch and flywheel. The car has a great stance sitting on American racing mag wheels. An all round fabulous style car which was immortalised by Steve McQueen in the film 'Bullitt' in 1968. This is a rare opportunity to acquire one of these iconic cars with such a desirable specification.
£64,950



1980 Porsche 928 Series 1 Manual
107,000 miles fantastic history guards red beige leather pascha inserts telephone dial wheels registration BEZ 928 included in the sale beautiful car **£39,950.**



2002 Mercedes 500SL
Automatic convertible only 57,000 miles fsh bright silver dark grey leather interior excellent combination great specification next generation classic **£12,950. Registration not included**



2004 BMW 645 Ci coupe automatic
84,000 miles 3 previous owners great history mineral silver chateau Dakota leather a classic in the making **£7,950** The registration is available at further cost



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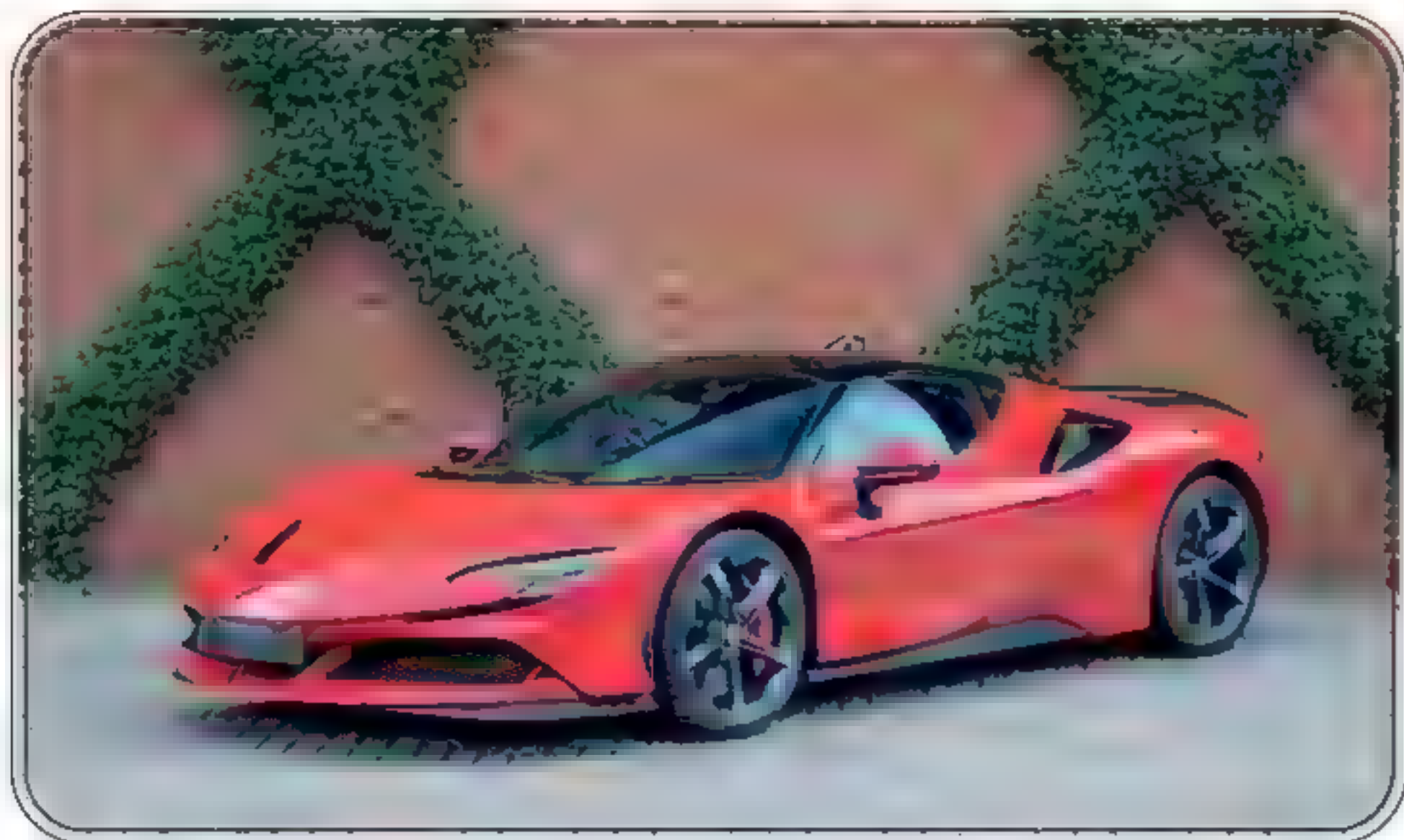
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Ferrari SF90 Stradale – 2021 **£449,995**



Rosso Corsa Exterior, Nero Leather Interior, Nero Dashboard, Nero Carpets, Nero Leather Headliner, Coloured Inner Details in Rosso Leather, Rosso Stitching, Central Tunnel in Carbon Fibre and Nero Alcantara, 20" Forged Diamond Rims with Rosso Brake Callipers, Titanium Wheel Bolts. **500 miles**

Ferrari F12 Berlinetta – Tailor Made 70th Anniversary 'Lucybelle' – 2017 **£399,995**



Triple Layer Bianco Italia Pearlescent Exterior with Nero Leather Interior, Dashboard in Nero Leather, Black Superfabric Carpets, Stitching in Bianco, Headlining in Nero Leather, Parcel Shelf in Nero Leather, 20" Forged Diamond Rims with Rosso Brake Callipers, Cruise Control. **950 miles**

Ferrari 488 Pista – 2019 **£289,995**



Blu Tour De France Metallic Exterior with Two Toned Racing Stripe, Nero Alcantara Interior, Nero Alcantara Dashboard, Nero Alcantara Carpets, Beige Chiaro Stitching, 20" Forged Painted Rims with Nero Brake Callipers, Dual Climate Controlled Air Conditioning. **2,500 miles**

Ferrari 812 Superfast – 2020 **£269,995**



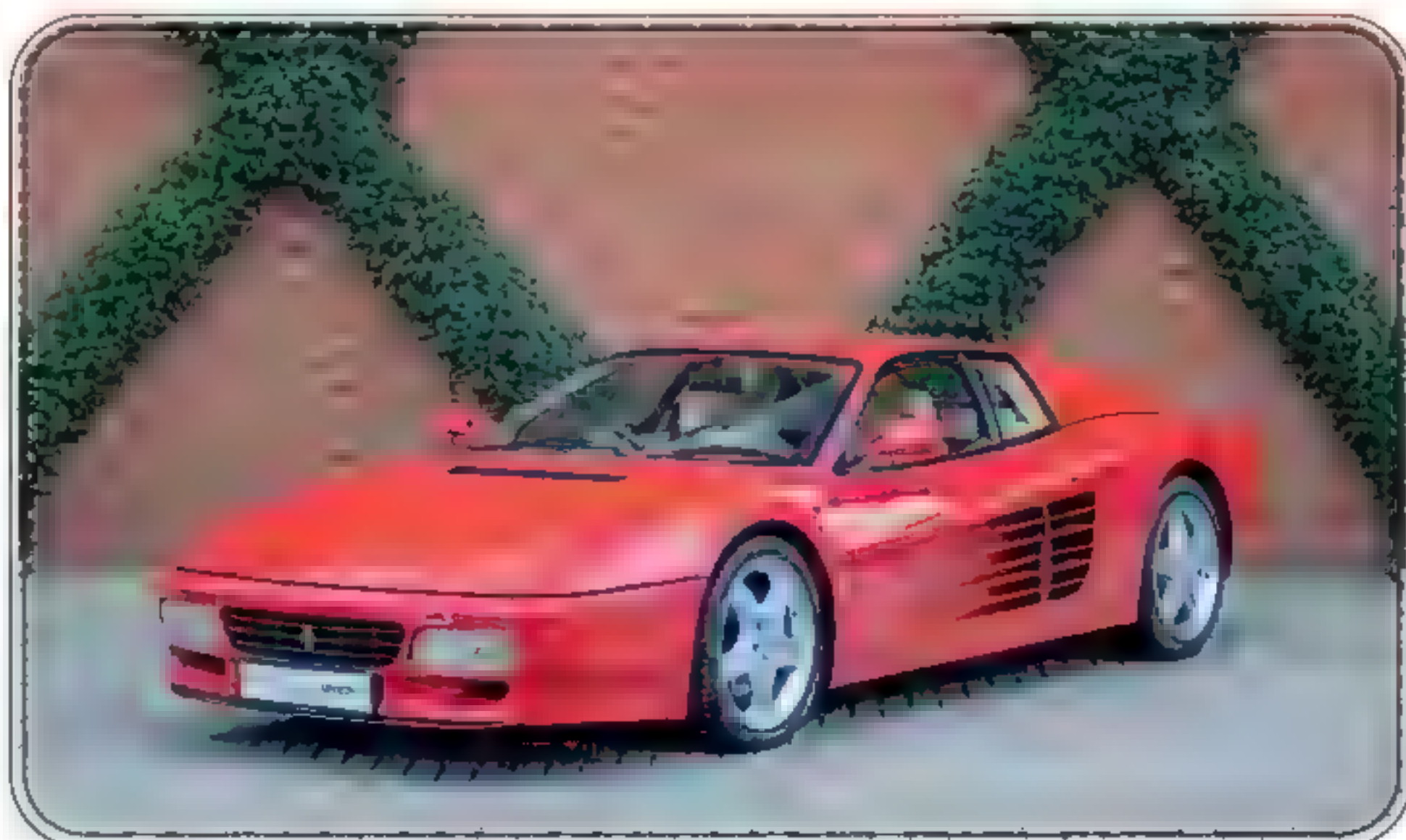
Nero Daytona Exterior with Nero Leather Interior, Nero Leather Dashboard, Nero Carpets, Grigio Scuro Special Stitching, Nero Alcantara Headlining, Red Livery to Bonnet and Rear Door, 20" Forged Diamond Rims with Rosso Brake Callipers, Dual Climate Controlled Air Conditioning. **3,000 miles**

Ferrari F8 Tributo – 2021 **£249,995**



Grigio Ferro Metallic Exterior with Charcoal Leather Interior, Upper Nero Leather and Lower Charcoal Leather Dashboard, Nero Carpets, Giallo Stitching, 20" Diamond Forged Rims with Giallo Brake Callipers, Dual Climate Controlled Air Conditioning, Large Daytona Racing Seats in Charcoal Leather. **1,500 miles**

Ferrari 512 TR – 1992 **£219,995**



Rosso Corsa with Crema Leather Interior, Nero Dashboard, Bordeaux Carpets, Crema Headlining, 16" Alloy Wheels with Nero Brake Callipers, Air Conditioning, Single CD Player and Stereo System, 1 of 86 UK Supplied Cars. Classic Certified **9,600 miles**



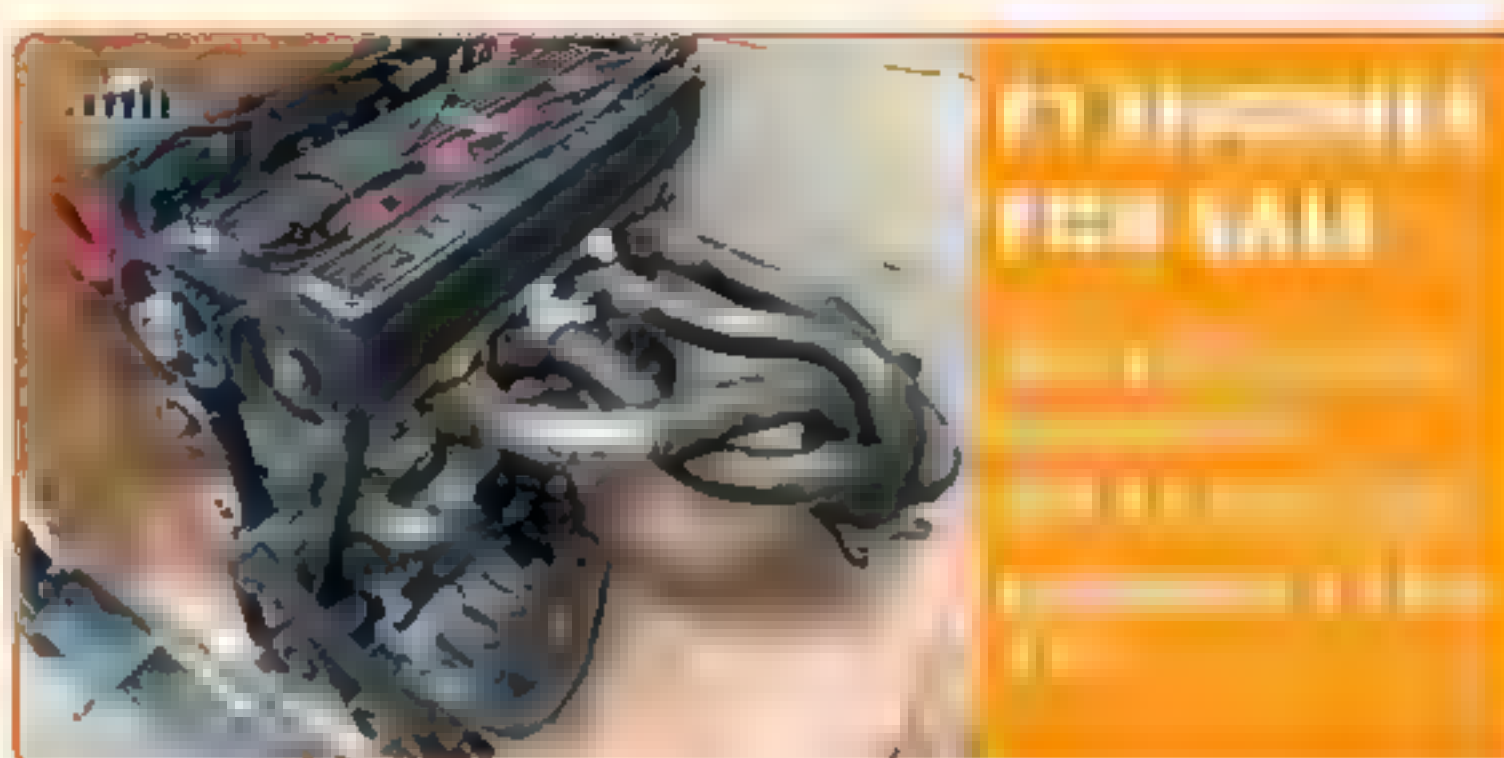
Spice Group C1 SE90 3.5 Cosworth DFR

Fedco Team car raced Le Mans 91 First in Cat 1A class then in Japanese Group C. We acquired the car 2002 for our customer and raced with great success in Group C for the next 10 years or so. 2016 Car extensive body off rebuild crack test certificates new fuel cell gearbox rebuild new CWP all ready to to race but health issue prevailed leaving car unraced since. Offered for sale with current HTP valid until 2027 with option to purchase if required large spares portfolio plus 1 spare DFR engine, Gearbox, all to price accordingly. Interesting trades considered, HFO Gp 6 2 or 3 litre cars, F2 BTCC or classic sportcar.



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Rolling chassis Raced in 7 GPs by Eddie Irvine and Luciano Burti. Cosworth V10 engine available to purchase. Rare opportunity to acquire F1 Jaguar car



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March 792 with BDG ideal Geoff Lees Trophy **£59,950** spare suspension or less engine **£38,500**



Arrows A16 F1

3rd place 1995 Australian GP with Morbidelli then sat in the Arrows museum. Car is complete as last raced but with empty Hart V10 engine. Spare wishbones some wheels gearbox pump air starter kit.



Lola T290

Supplied new to Japan 1972 running in Grand Champion Endurance races with Mitsubishi engine then later with Mazda 12A and 13B engine with March 74S bodywork. Sat in Fuji museum till 2002 before we acquired the car and rebuilt it. **£185,000**



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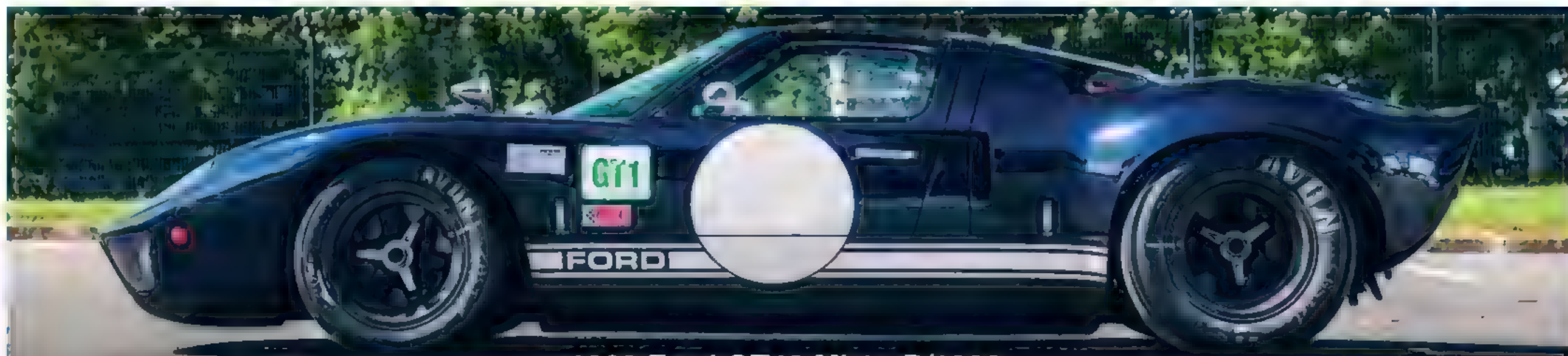


March 718 Formula Ford ex Bill Stone car

Raced by March employee Bill Stone 70/71 seasons, undergone extensive restoration new suspension body rebuilt gearbox. Ready to install your engine **£29,950**



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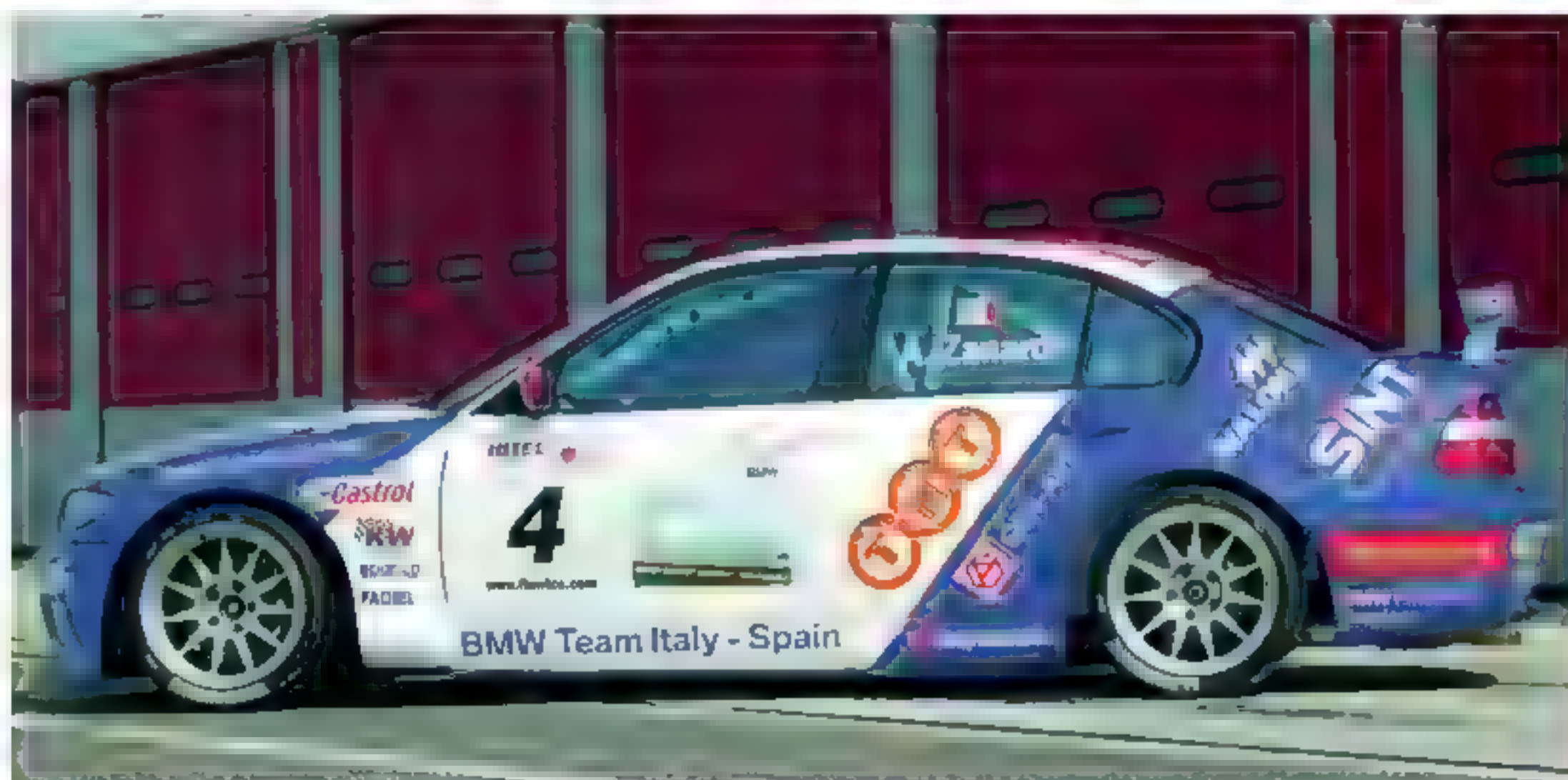
1968 Ford GT40 Mk1 - P41088

Excellent condition, fully restored to original specification. 1968 Ford GT40 Mk1, 2.8L V8 engine, 5-speed manual transmission, 1500 miles. P.O.A.



2000 Mercedes CLK DTM

Ex-Thomas Yäger Mercedes Factory team car. Upgraded to 2003 spec and fully restored. Well documented and race-ready. **P.O.A.**



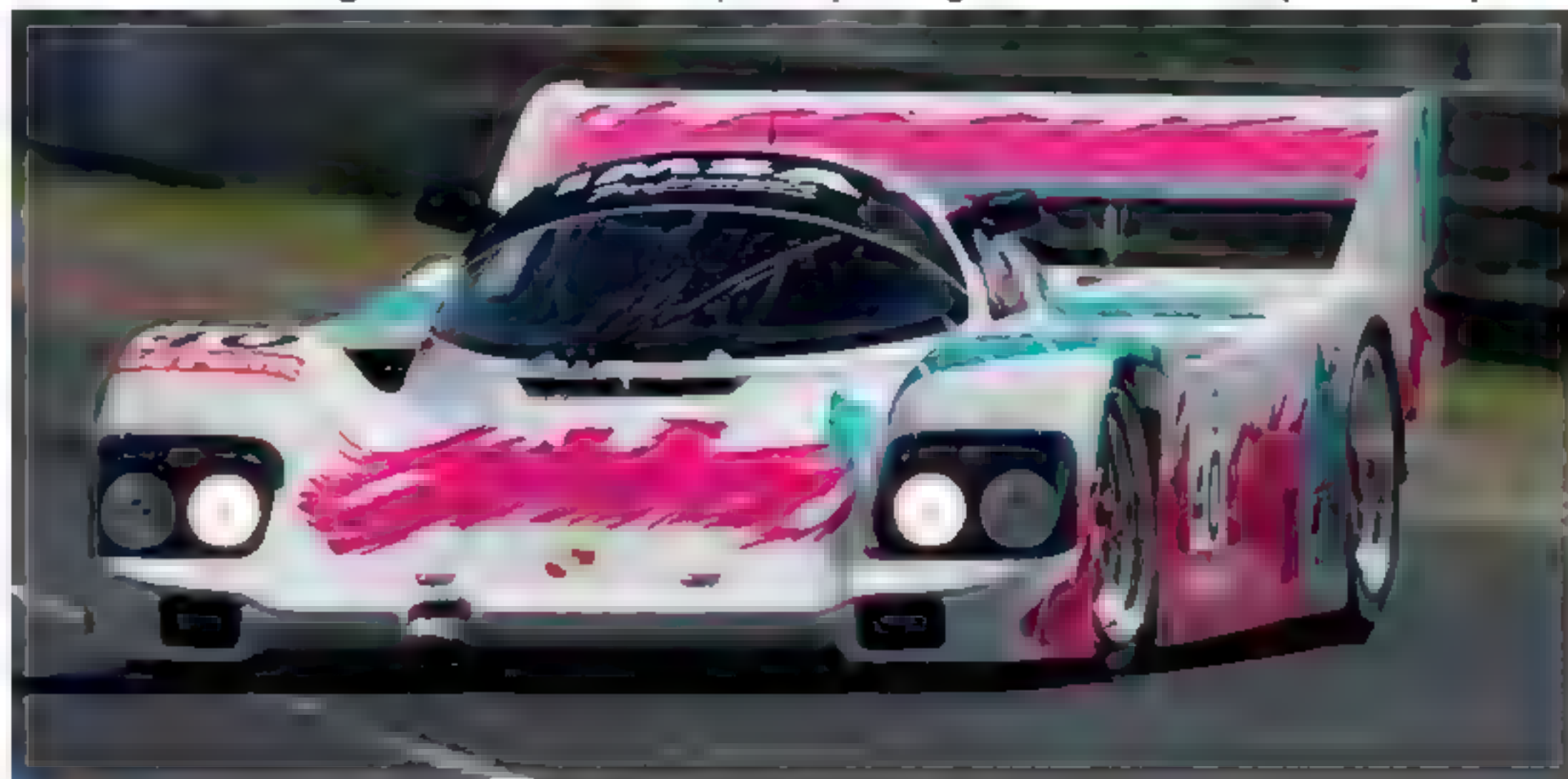
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1983 Arrows A6-2

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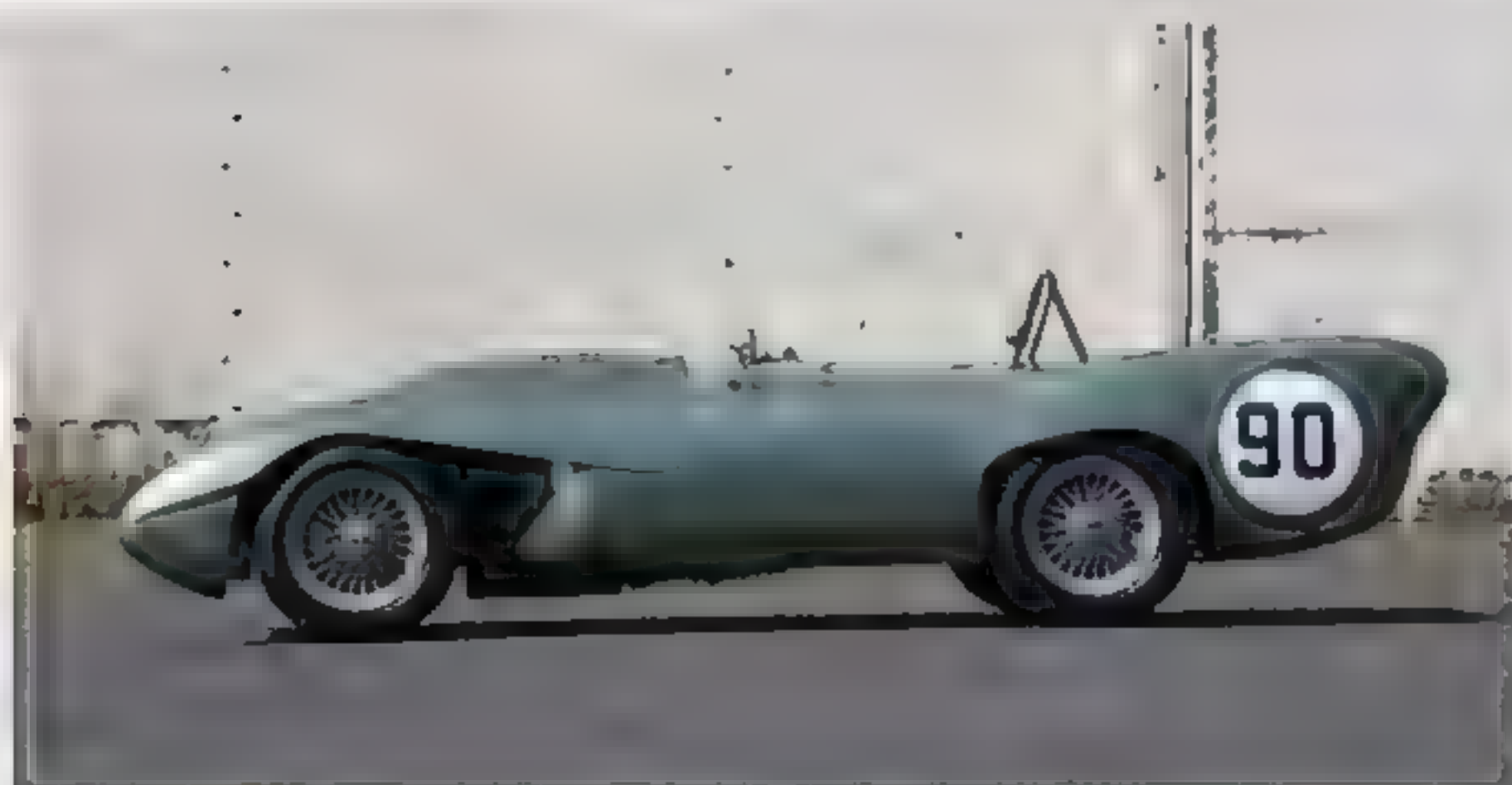
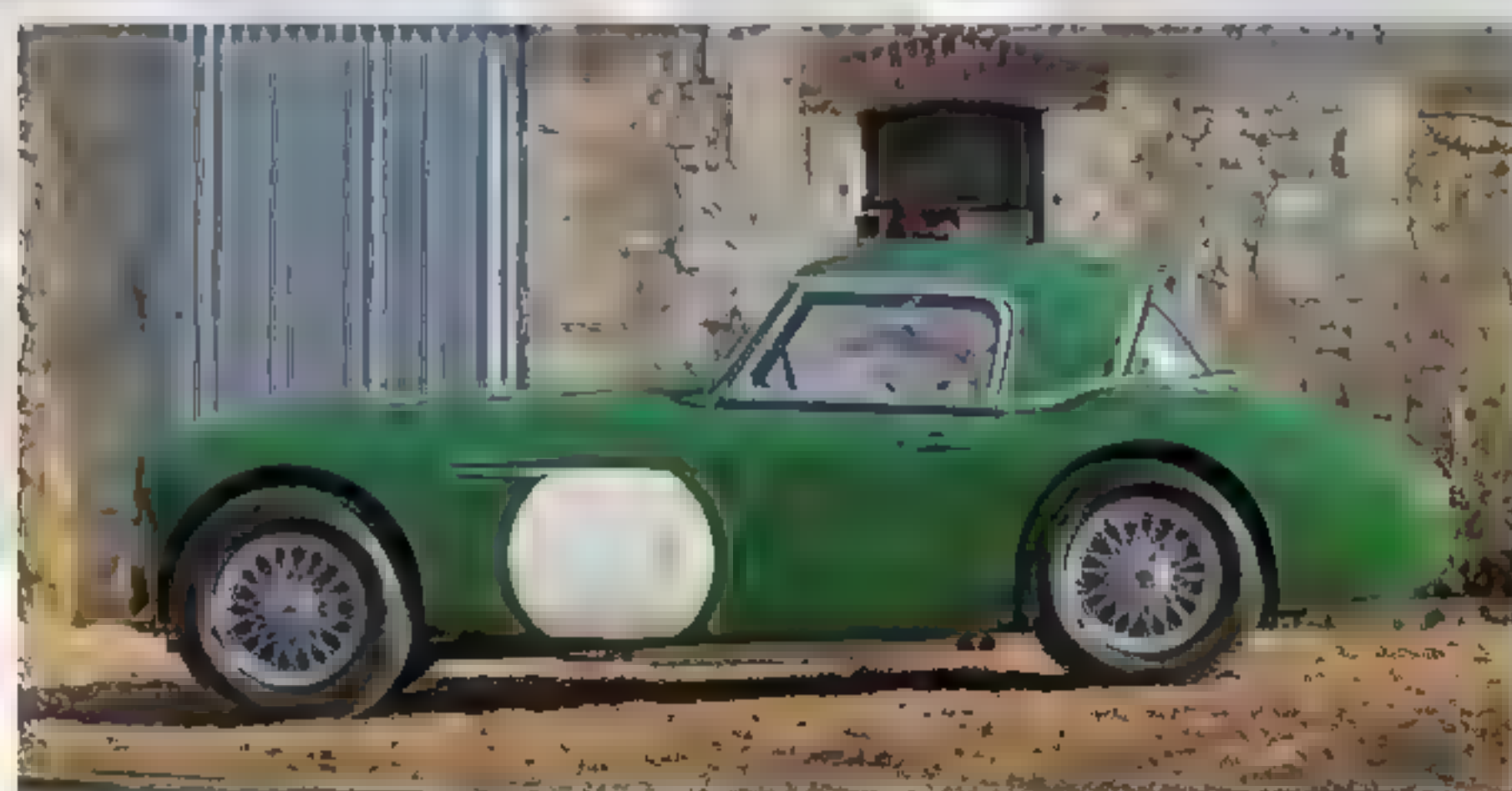


PHOTO JAMES MANN

1955 LOTUS-BRISTOL MK X 'NOY 1'

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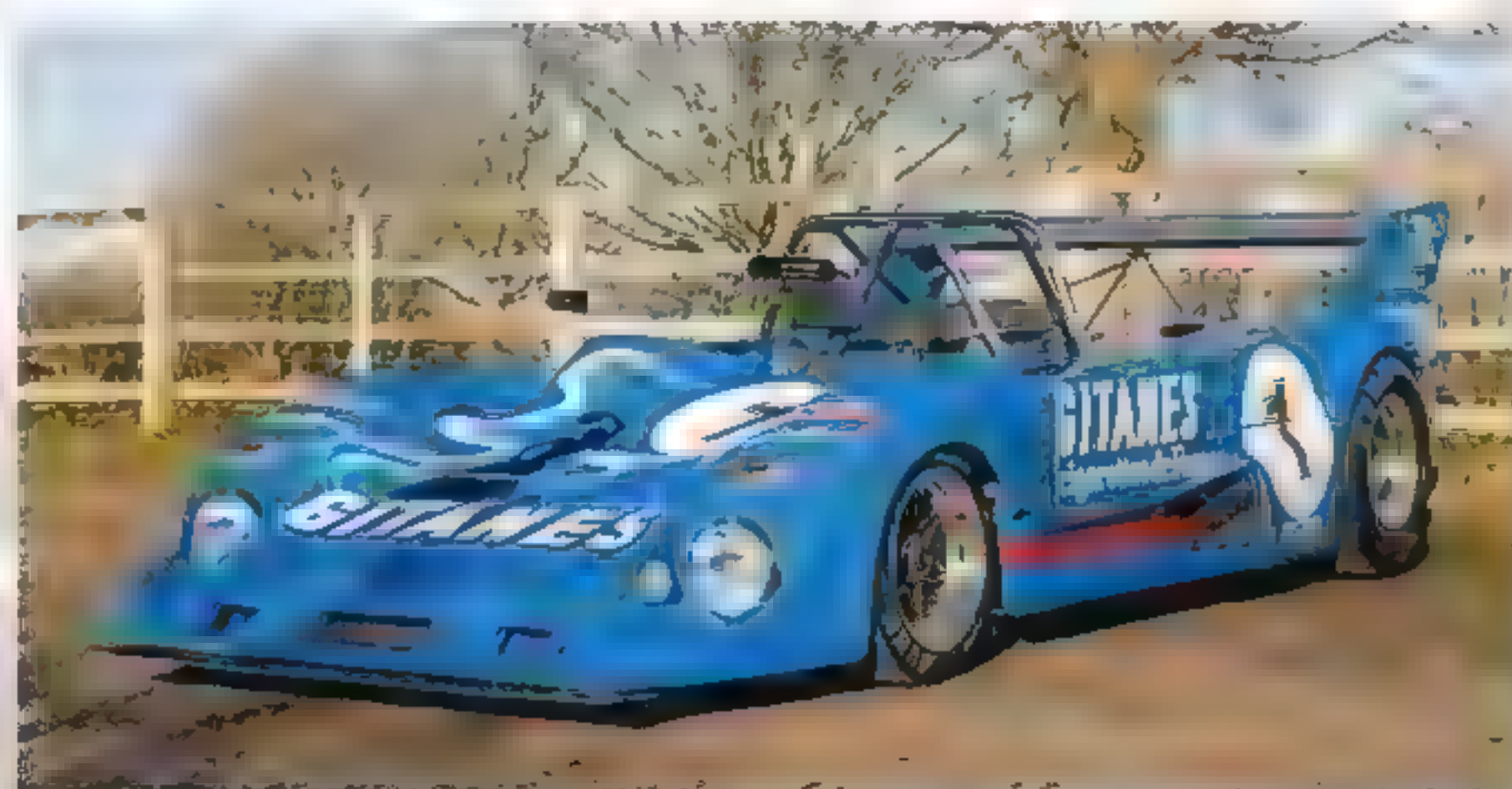


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Williams FW18-3 1996, Spice SE89C 1989, 1963 Ford Lotus Cortina, 1988 EuroBrun ER188, Leyton House CG901, Lola 292



1973 Embassy Hill Shadow DN1/3A FIA HTP papers until 2031

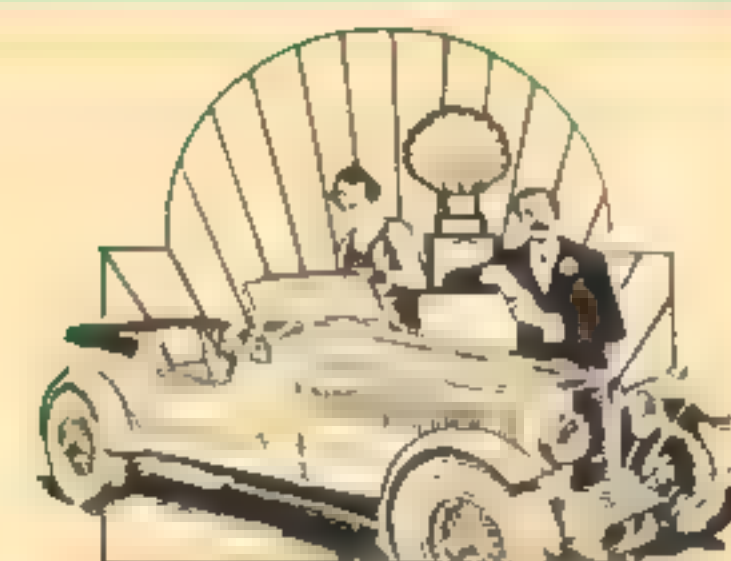
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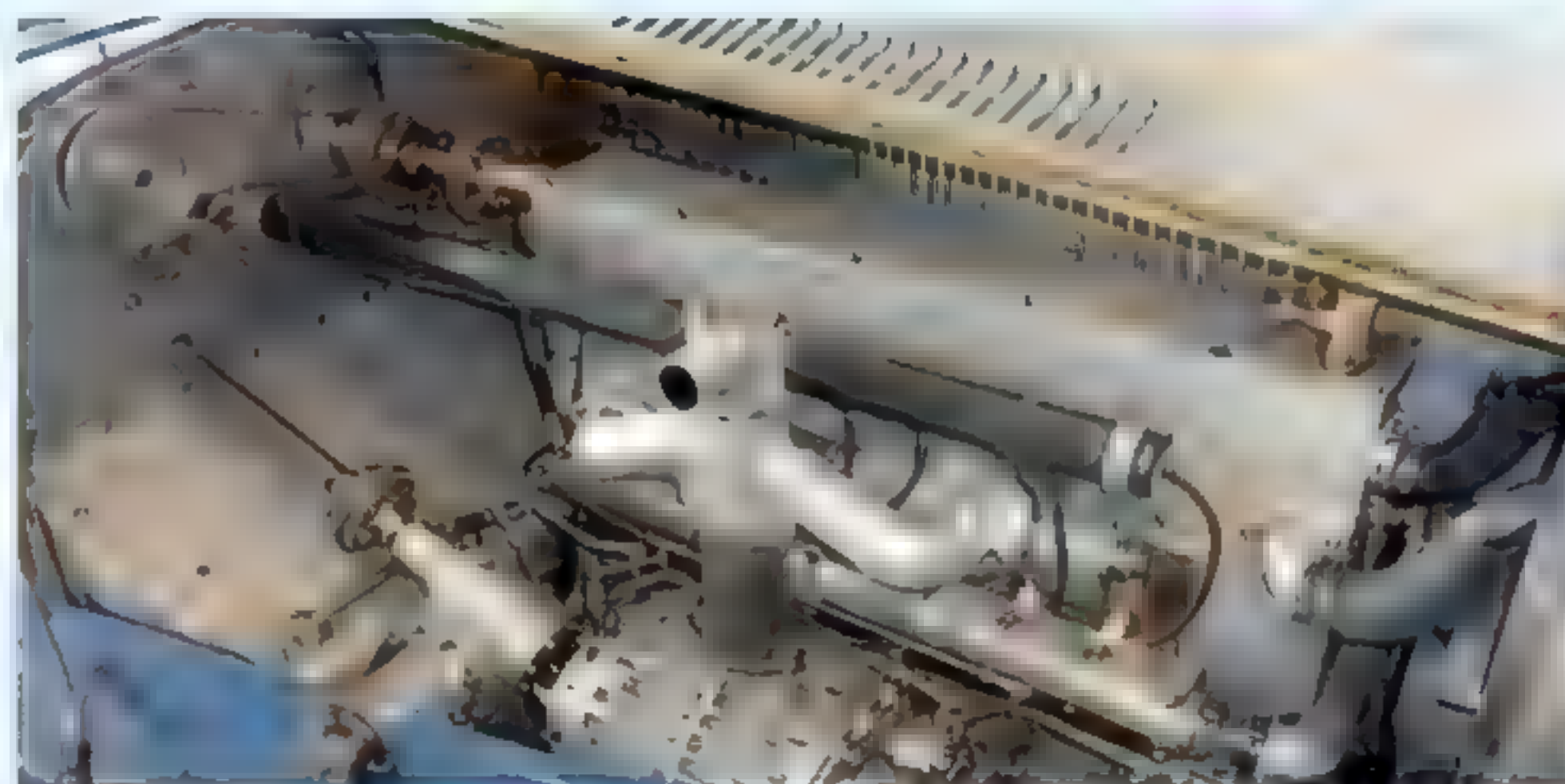
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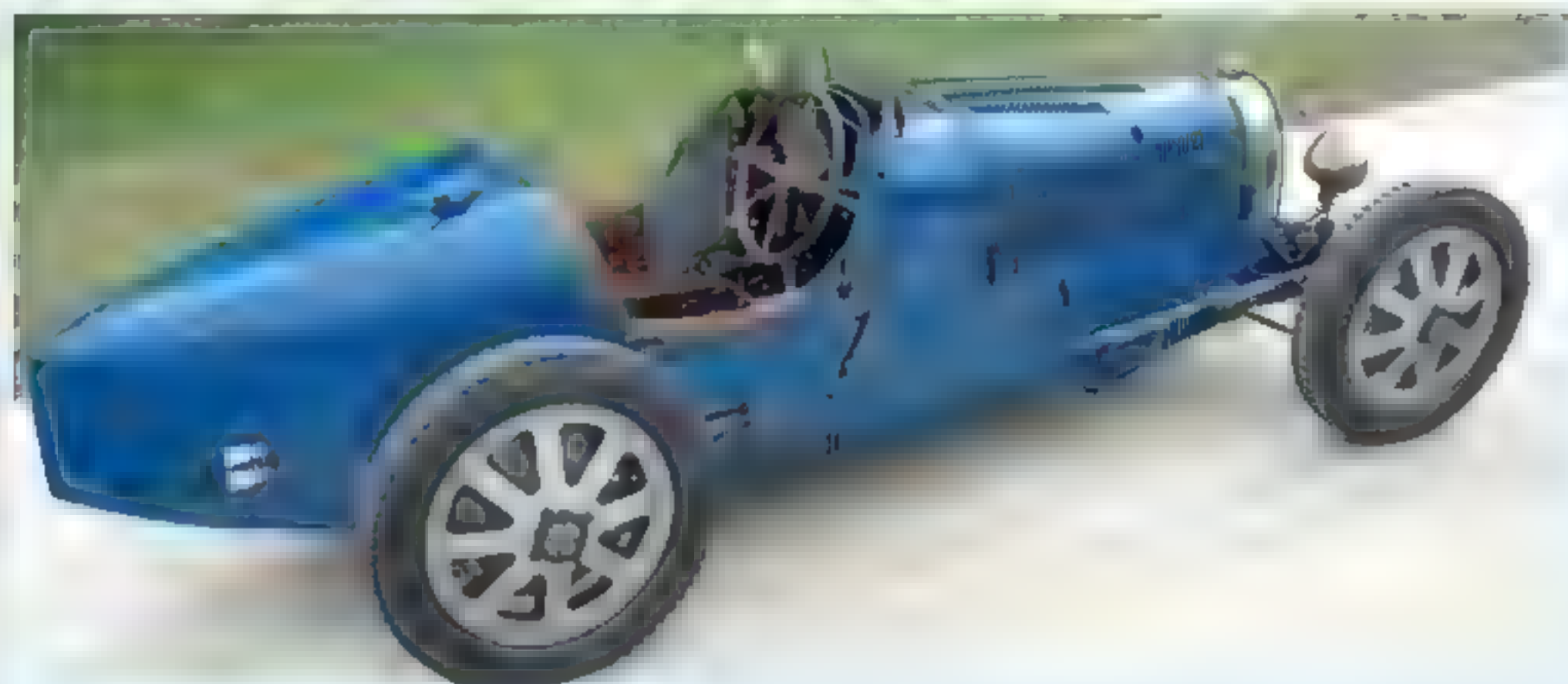
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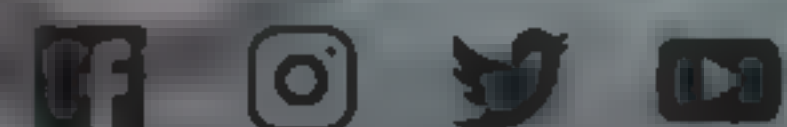
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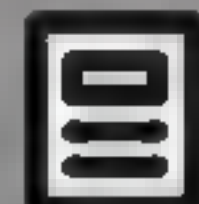




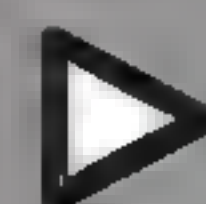
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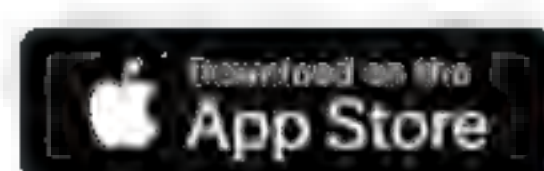


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**1966 Aston Martin DB5 Vantage
 Shooting Brake**
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This exquisite DB5 Shooting Brake is 1 of just 12 examples, converted by renowned coach builders, Harold Radford & Sons. Chassis DB5/2047/R was manufactured at the Newport

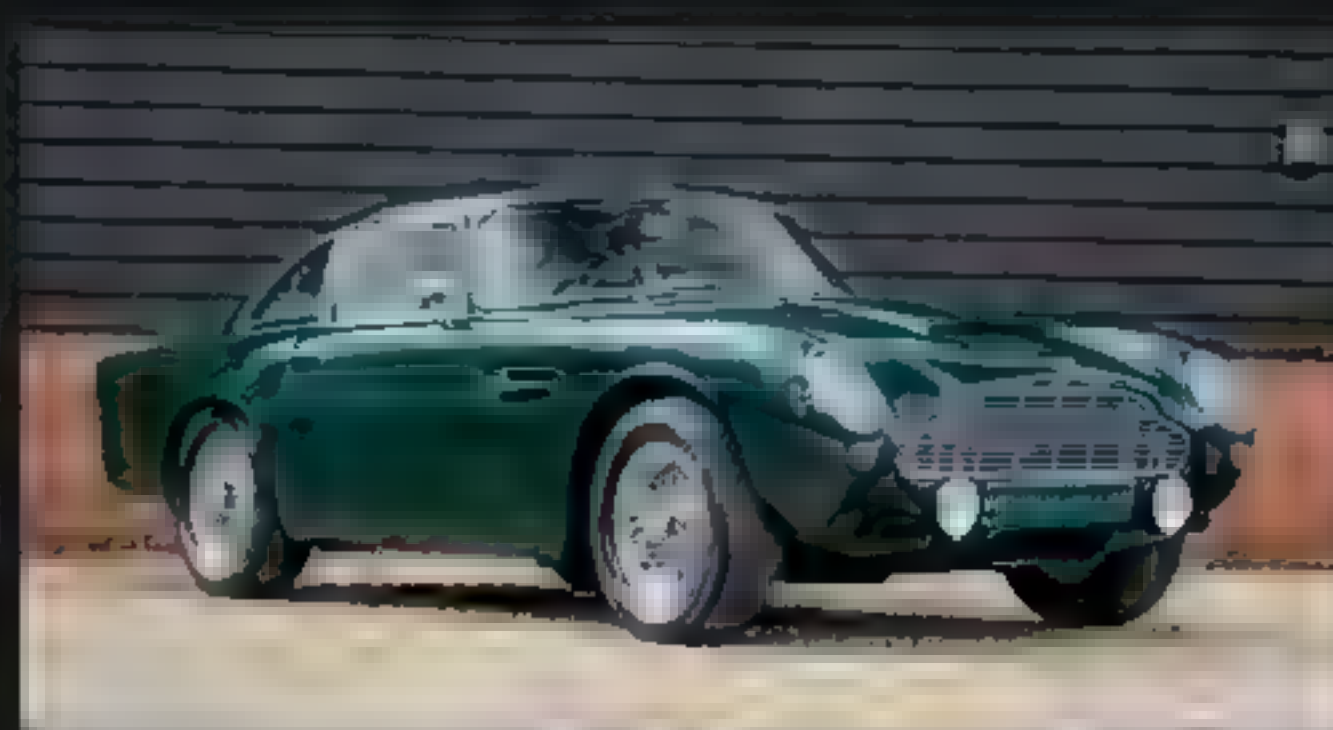
Pagnell factory in 1965 as a saloon and finished in California Sage over Red hides, the livery it wears today, prior to delivery to Harold Radford for the factory commissioned shooting brake conversion.

Returning to the factory following the conversion, this car was then fitted with a Vantage

specification engine, the only 1 of the 12 cars to have been delivered as such. Acquired by its current, UK based Aston Martin collector owner in 2011 who subsequently committed to a 'no expense spared' restoration, encompassing all aspects of the car, by a leading Aston Martin specialist, completed in 2014, to the very highest standards as presented today.



1965 Aston Martin DB5 Vantage EPOA



1963 Aston Martin DB4 Vantage GT EPOA



1967 Aston Martin DB6 Volante EPOA



1971 Aston Martin DBR2 Recreation EPOA



1988 V8 Volante Zagato Vantage EPOA



1968 Aston Martin DB6 £325,000

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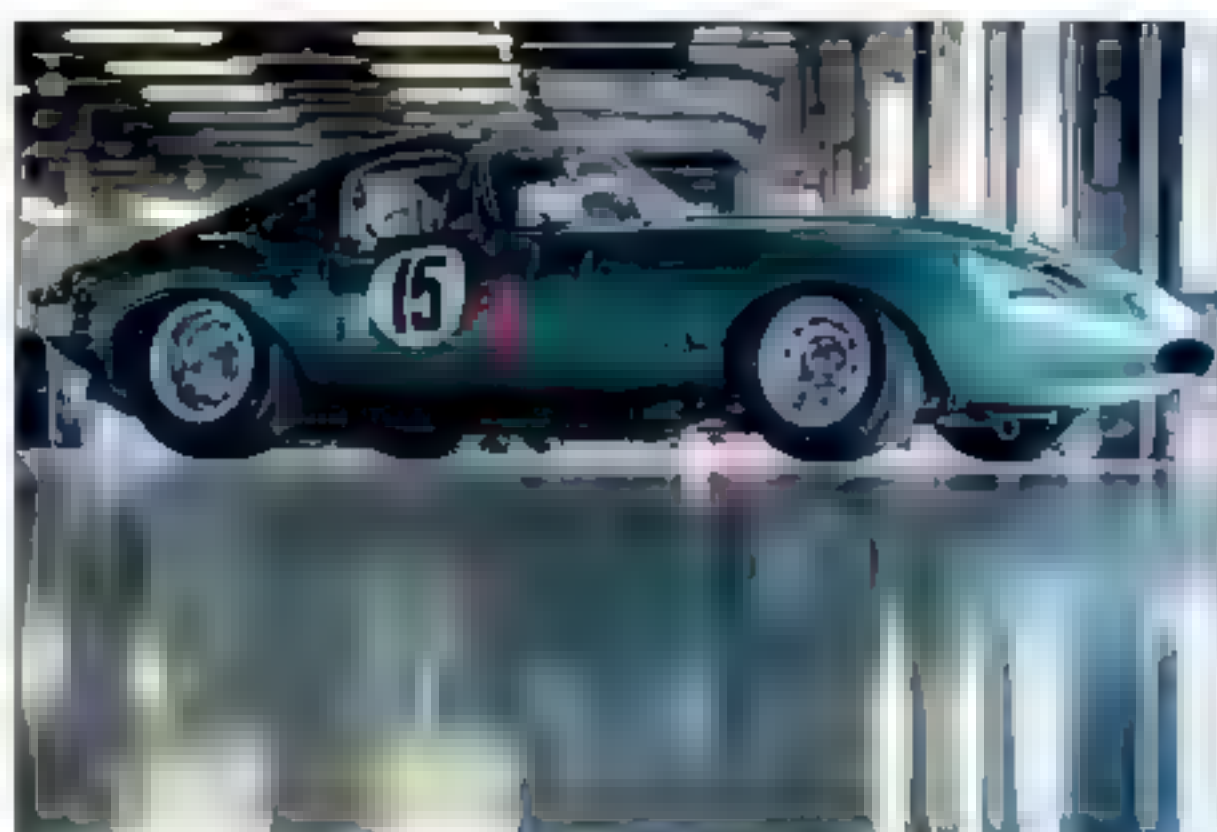
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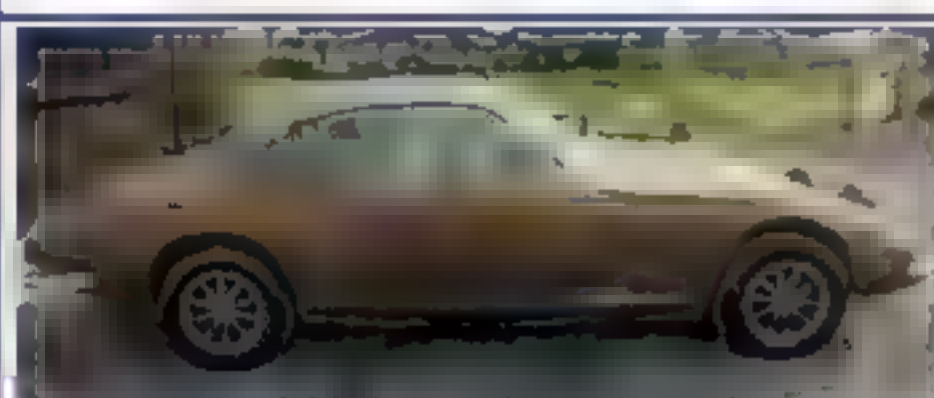
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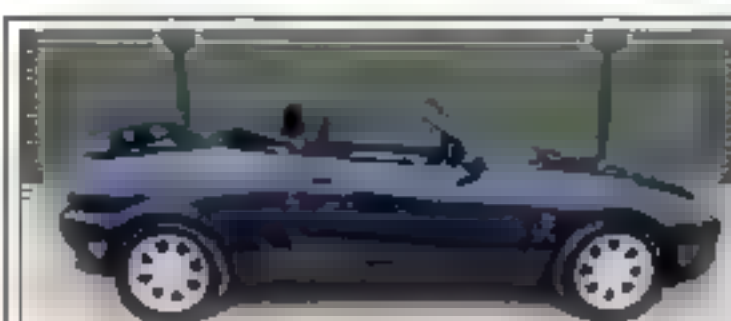
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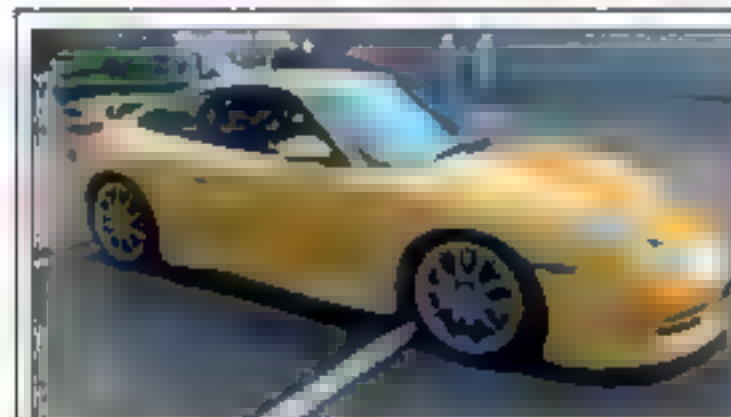
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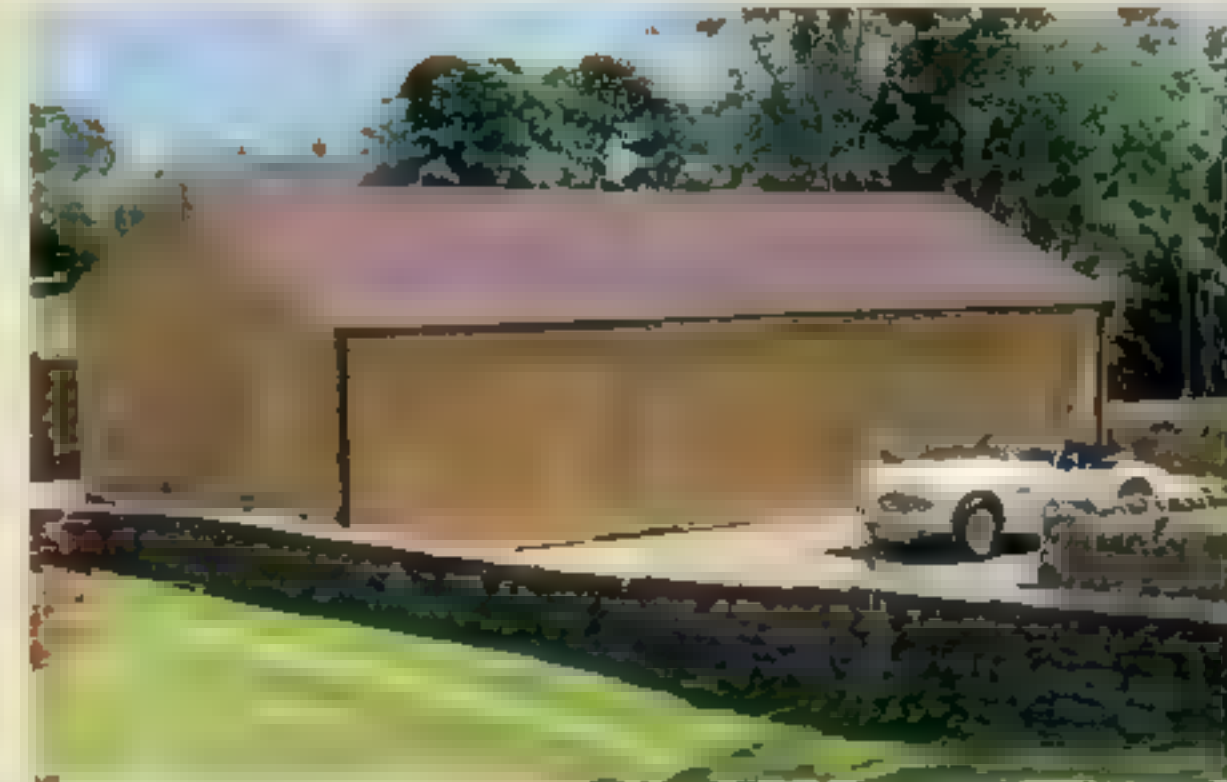
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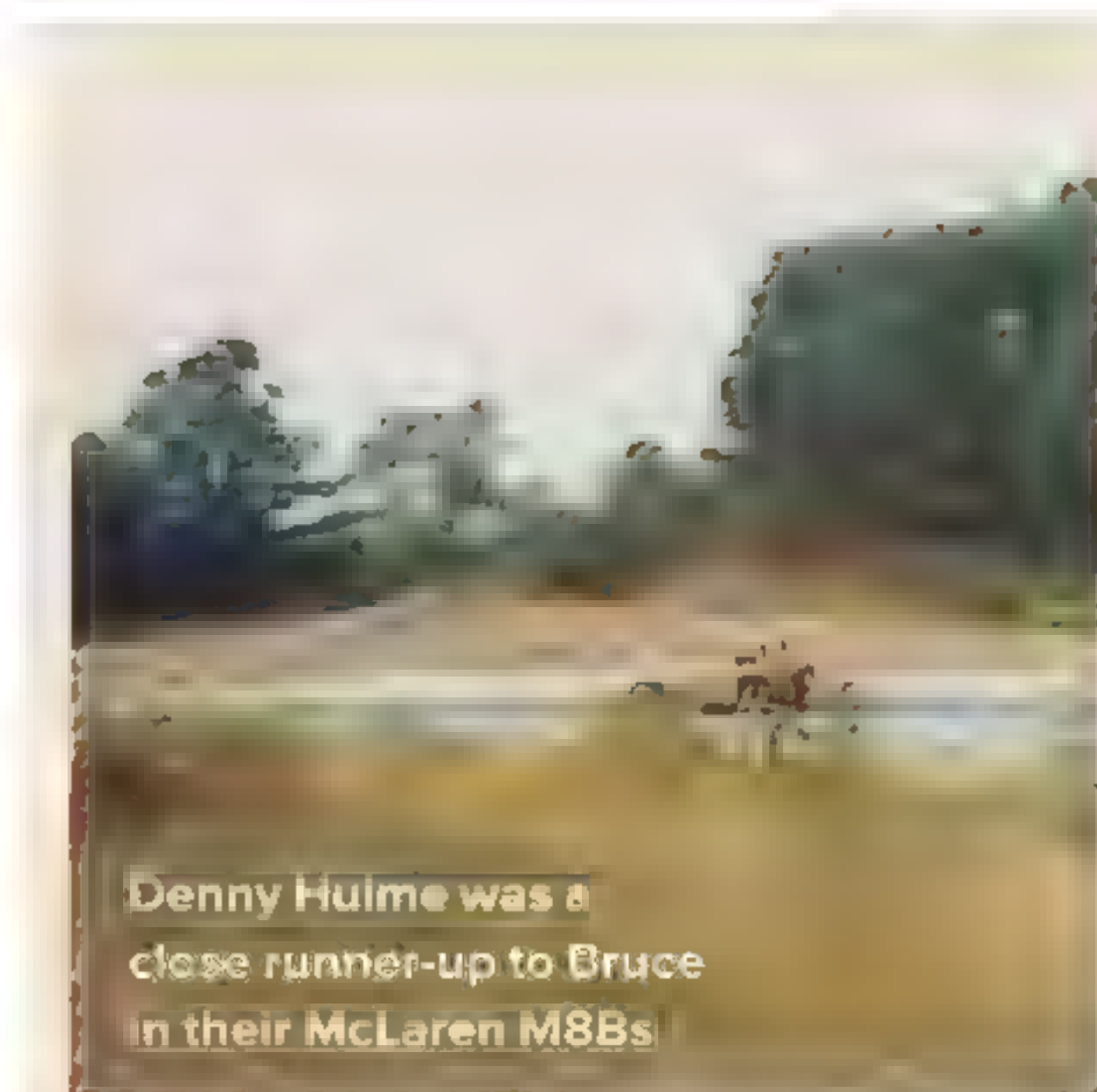
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Above: Tony Dean's 3-litre Porsche 908 finished fourth

Above right: Road America's Eagle's Nest headquarters

Right: Oscar Koveleski tries a winged helmet for driver downforce!

Far right: the lie-down driving seat of Chaparral's 2H required a side window



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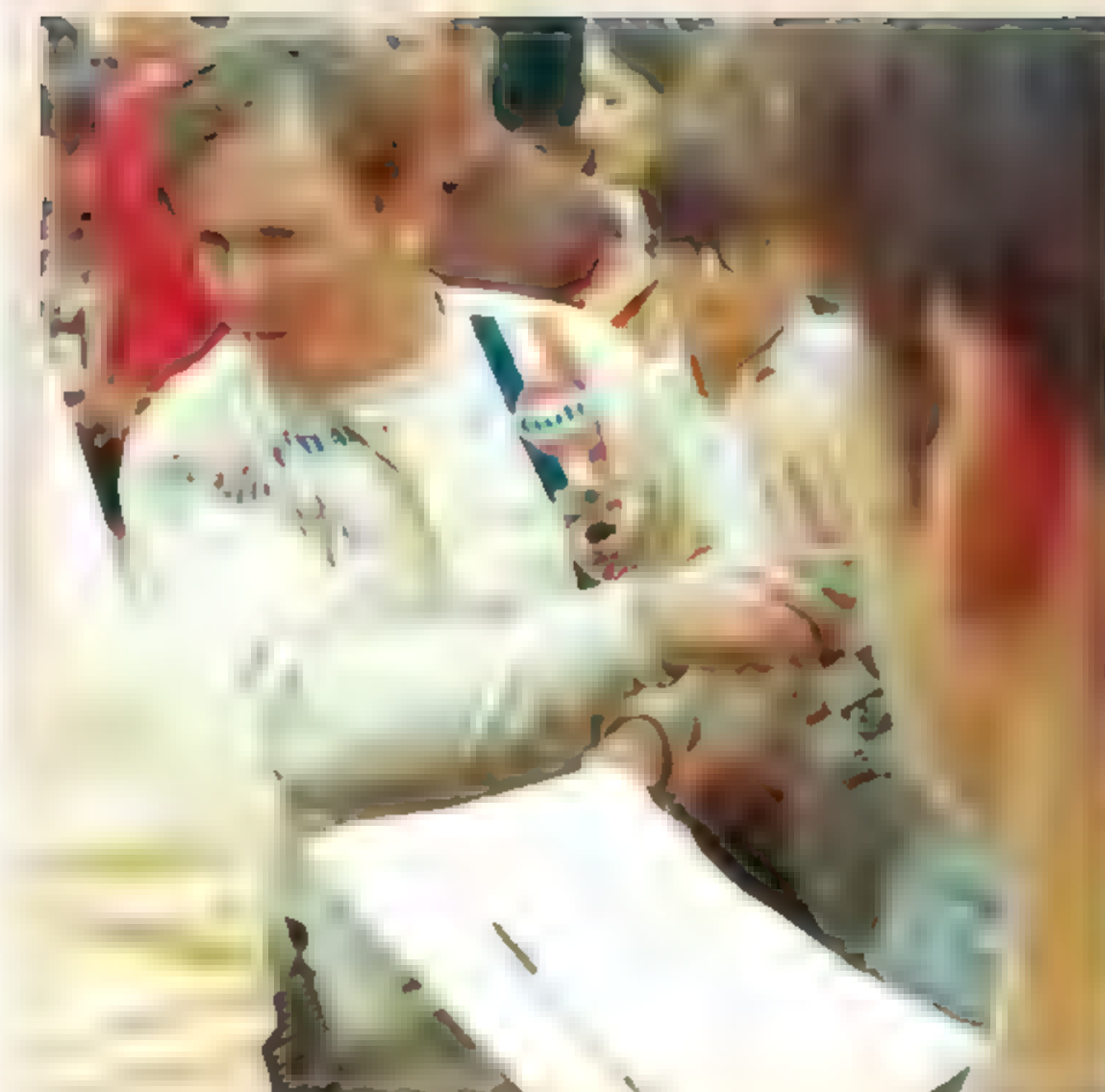
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Right: John Surtees with the novel but unloved Chaparral 2H

Far right: Bruce McLaren deals with the inevitable public acclaim

Below: McLaren's M8B – strong, powerful, and driven by a pair of aces



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Left: 1969 De Tomaso Mangusta captured Rick's imagination

Far left: Rick's father Len was a successful ice racer. Here's his Datsun 240Z





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2002 Aston Martin DB7 Vantage in Onyx black with Obsidian Black and pale grey hide interior with best quality black Wilton carpet throughout and Walnut veneers to the dashboard and door cappings. This beautiful low mileage example has covered a mere 26,800 miles in 19 years and is accompanied by a complete service history with 21 main dealer service stamps and most of the servicing invoices. It has been owned by the same gentleman since it was 8 months old and needless to say, it has remained in superb condition throughout. Specification includes Automatic transmission, Climate control, Satnav, electric heated seats, adjustable steering column, 19" sport alloys and a mesh grille. Very realistically priced for such a low mileage example at **£33,950**



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